CITY OF CORONADO COMPREHENSIVE PLAN

I. Data Document/Master Environmental Assessment

Pages 1-35 written and conceptually approved (Document unfinished and not adopted)

II. General Plan Policy Document

Pages 1-5 written and conceptually approved as introduction

Chapter A: Land Use Element (mandatory-adopted 1986)

Chapter B: Public Buildings Element (permissive-adopted 1985)

Chapter C: Recreation (permissive, proposed and not yet written - See Parks, Recreation and Open Space Element)

Chapter D: Parking Element (permissive-adopted 1987, updated 1988)

Chapter E: Circulation Element (mandatory-adopted 1971 as part of "Coronado-1990: The General Plan"; new draft Element conceptually approved in 1986 and updated in 1987 and 1988 now undergoing CEQA review)*

Chapter F: Transportation Element (permissive-adopted 1987)

Chapter G: Housing Element (mandatory-revised Element adopted as separate, self-contained document 1987)

Chapter H: Historic Preservation Element (permissive, proposed and presently under development)

Chapter I: Community Design Element (permissive-adopted 1986)

Chapter J: Disaster Preparedness Element (permissive-proposed and not yet written)

Chapter K: Public Safety Element (mandatory-adopted as "Public Safety and Seismic Safety Element of the General Plan" 1974)

Chapter L: Noise Element (mandatory-adopted 1974)

Chapter M: Open Space Element (mandatory-adopted as portion of "Environmental Resource Management Element" 1973)

Chapter N: Conservation Element (mandatory-adopted as portion of "Environmental Resource Management Element" 1973)

Chapter O: Scenic Highway Element (permissive-adopted 1973)

Chapter P: Local Coastal Element (permissive-adopted 1987)

Chapter Q: Water Use Element (permissive-proposed and not yet written)

Chapter N/A: Parks, Recreation and Open Space Element (permissive-adopted as portion of "Coronado-1990: The General Plan" document in 1971; scheduled to be superceded by "Recreation Element" once it is written)*

III. Environmental Assessment Document (proposed, not yet written)

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*Note: Remainder of the "Coronado-1990: The General Plan" document has been repealed; only "Circulation" and "Parks, Recreation and Open Space" Elements are still effective.

/m/CompPln

City of Coronado

Data Document/Master Environmental Assessment

City of Coronado

Comprehensive Plan:

Data Document/Master Environmental Assessment

Foreword

The City of Coronado has initiated the development of a "Comprehensive Plan" which will replace the City's existing General Plan Elements and Master Environmental Impact Report for these Elements. The "Comprehensive Plan" will be organized into three distinct segments/documents:

1. Data Document/Master Environmental Assessment;
2. General Plan Policy Document; and
3. Environmental Assessment Document.

This "Data Document/Master Environmental Assessment" serves as the data source and data analysis for the "General Plan Policy Document", as an environmental setting section for the "Master Environmental Impact Report" for the General Plan Policy Document, and as a "Master Environmental Assessment" that can be incorporated by reference into subsequent project-level CEQA documents to reduce the bulk and cost of such documents.

Sources quoted are reference in the following manner:

" Quotation or Data (/23/, p. 5; /34/)."

Read: Quotation or data taken from bibliographic entry 23 page 5, and bibliographic entry 34.

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CITY OF CORONADO

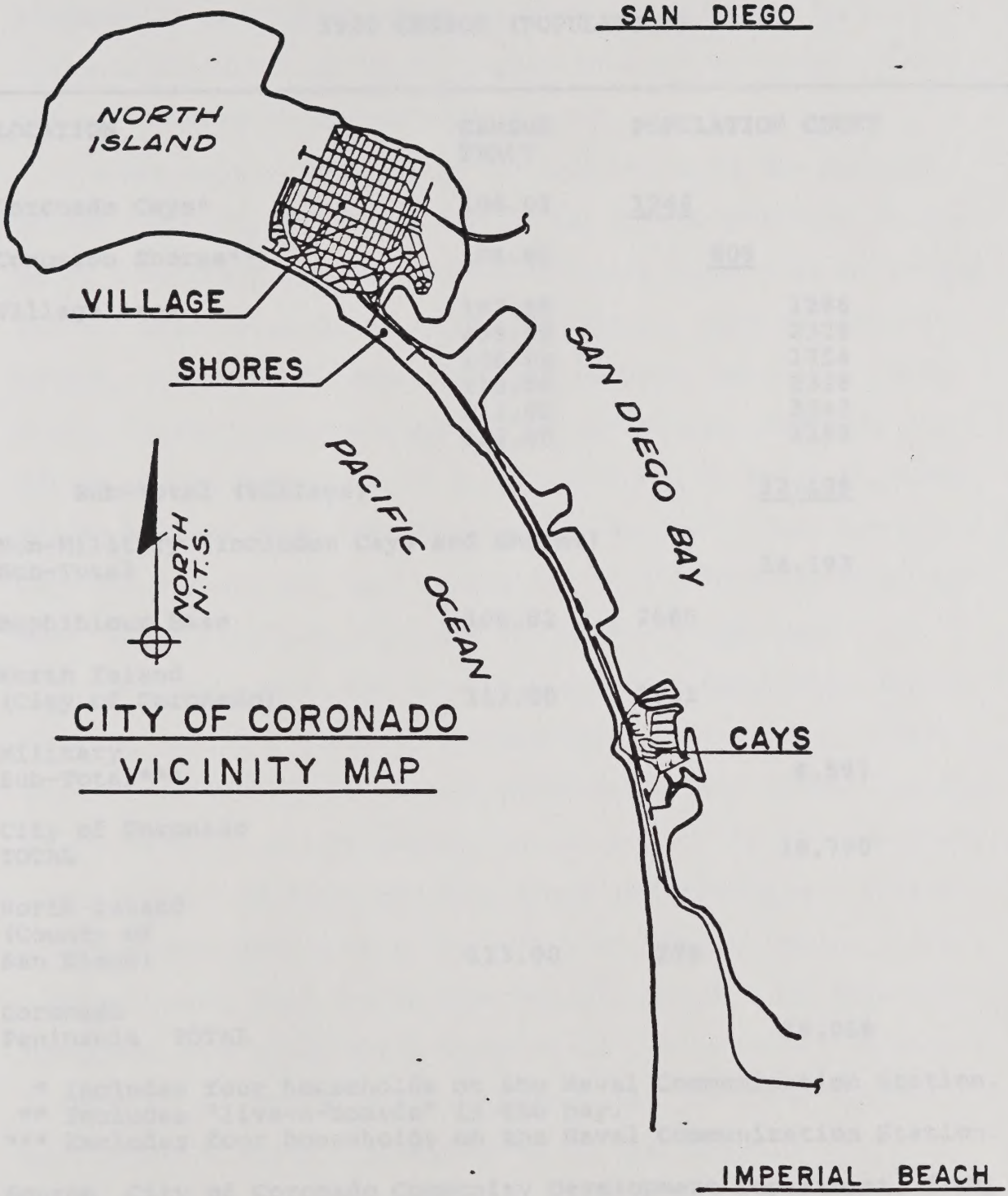
DATA DOCUMENT/MASTER ENVIRONMENTAL ASSESSMENT

Introduction

The City of Coronado is geographically unique in San Diego County due to its island-like setting. The city is bounded on the west by the Pacific Ocean, on the east and northeast by San Diego Bay, on the northwest by North Island Naval Air Station and on the south by the City of Imperial Beach. (see figure 1) The city contains approximately 20,000 people and 5,300 acres of land. (see figure 2)

Incorporated in 1890, the City of Coronado can be described as being comprised of three distinct areas (see figure 1). The first is the original "village" as developed, beginning in 1886, by Elisha S. Babcock Jr., retired railroad executive from Evansville, Indiana, and Hampton L. Story of the Story and Clark Piano Company of Chicago, Illinois. Babcock and Story, the joint owners of the entire Coronado Peninsula, subdivided the "village" portion of their holdings in order to finance the construction of the Hotel Del Coronado which opened in 1888. Since most of the "village" portion of Coronado was developed and sold over a short period of time by one development group, the street pattern and general layout of the community is the product of a planned community design. The transportation systems and street patterns were centered upon the ferry landing and the Hotel Del Coronado.[1] The second of Coronado's three areas is the Coronado Shores, a complex of 10, fifteen-story high rise buildings, containing approximately 1400 condominium units. The shores was developed on beachfront property just south of the Hotel Del Coronado

FIGURE 1



SUNLAND PLANNING SYSTEMS

FIGURE 2

CORONADO

1980 CENSUS (POPULATION)

LOCATION	CENSUS TRACT	POPULATION COUNT	
Coronado Cays*	106.01	1246	
Coronado Shores**	106.03	809	
Village Area	107.00		1286
	108.00		2328
	109.00		1754
	110.00		2328
	111.00		3243
	112.00		1199
Sub-Total (Village)			12,138
Non-Military (Includes Cays and Shores) Sub-Total			14,193
Amphibious Base	106.02	2666	
North Island (City of Coronado)	113.00	1931	
Military Sub-Total***			4,597
City of Coronado TOTAL			18,790
North Island (County of San Diego)	113.00	278	
Coronado Peninsula TOTAL			19,068

* Includes four households on the Naval Communication Station.
** Includes "live-a-boards" in the bay.
*** Excludes four households on the Naval Communication Station.

Source City of Coronado Community Development Department, from data from the 1980 Federal Census.

after the 1969 opening of the Coronado-San Diego Bay Bridge. The third is the Coronado Cays, a 390 acre planned bayfront residential development begun in 1968 and proposed for an ultimate build out of approximately 1200 units. Approximately 66% of the Cays is currently developed.

Since access to Coronado was limited until the opening of the Coronado, San Diego Bay Bridge (the only public access being from the south via California State Highway 75 or across the 2.3 mile Coronado-San Diego Bay Bridge, from downtown San Diego), little development pressure existed within the community. However, with the opening of the bridge, Coronado has become within easy reach of a large segment of population and growth factors have been dramatically altered. Development of the Coronado Shores, and to a lesser extent the Coronado Cays, has been largely influenced by the Bay Bridge's construction.

What had, until the late 1960's been a relatively stable activity pattern, suddenly changed with the resulting effect that by the mid 1980's, vacant developable land within the City of Coronado has become almost non-existent. The few remaining large parcels of land have been opted for development within the very near future, leaving only a handful of vacant sites--some privately held and others publicly owned. (It should be mentioned that residential development on the Silver Strand is limited to the Coronado Cays although the San Diego Unified Port District holds a parcel south of the Cays).

Over the next decade, the City of Coronado will experience major growth in transient population due to the large-scale development projected (see figure 3). It is important to note however, that permanent residential population growth will only play a minor role in the overall growth scenario. The major population gains will occur as a result of the resort-oriented types of activities proposed for Coronado. Two proposed luxury-resort hotels, the Park at Coronado and the Crown Isle Resort Hotel and Marina as well as the additions to the Hotel Del Coronado will all serve to increase the community's transient residential population. Impacts to the City resulting from this visitor-oriented development will far outweigh those caused by the completion of the Cays and the projected infill development, both aimed at the permanent resident.

A second major force which is altering the demographic makeup of Coronado is the ever-increasing influx of day visitors to the community. Lured to Coronado by its wide clean beaches, pedestrian oriented shopping, resort facilities, and its placid ambiance, tourists are flocking to Coronado. This phenomenon is facilitated by easy access over the bridge from San Diego and beyond. With the previously mentioned hotel development, the influx will increase further since they (developments) will offer commercial facilities open to the public. As with transient population generated impacts, impacts from an increase in day visitors will also exceed those from increasing permanent residential development.

FIGURE 3

IMATED VALUATION FROM POTENTIAL NEW CONSTRUCTION

NEW PROJECTS	DESCRIPTION	ACRES	VALUE (estimated)	YEAR COMPLETE
CORONADO CAYS	397 units and sales		$32,000,000	phased through 1990
	mixed use commercial or		$87,000,000	
	200-300 single family residential units and sales		$30,000,000	
			$10,000,000	
		40+/--		
CROWN ISLE RESORT HOTEL & MARINA	450 room hotel 2 restaurants			
	412,253 s.f.	11.5	$80,500,000	1987
THE OLD FERRY LANDING	retail 30,000 s.f. restaurants 330 seats (or 9500 s.f.)		$5,478,241	
	12 boat slips & pier		$612,882	
		4.2	$6,091,123	FEB 1987
THE PARK	300 room hotel & associated commercial			
	247,000 s.f.	16.26	$33,700,000	DEC 1987
THE LANDING	196 condo units Phase I-92 units		$10,506,062	AUG 1988
	Sales		$17,000,000	
			- $35,000,000	1988
			$12,000,000	1989
			$19,000,000	
			$40,000,000	1991
		7.46		
HOTEL DEL CORONADO	conversion of historic structure to administration space; conversion of administration space to conventional facilities; 100 new hotel rooms; restaurant & renovation	n/a	$12,000,000	1991

FIGURE 3 (cont.)

NEW PROJECTS	DESCRIPTION	ACRES	VALUE (estimated)	YEAR COMPLETE
INFILL RESIDENTIAL	120 units		$8,000,000 (estimated)	over 10 years 1995

Source: Rosesnow Spevacek Group Inc., Feasibility Report Coronado Community Development Plan, 1985 pp. 8 & 9.

In short, the dynamic surge of change the City of Coronado has experienced since the late 1960's will continue into the 1990's. The resultant citywide demographic changes dictate that service levels also need to be examined, and if deficient, be upgraded to meet the challenge this rapid growth presents. To this end, the City of Coronado is currently in the process of updating its General Plan. The City's existing General Plan consists of nine elements that were, at the time of its adoption in the early 1970's, mandated by California State law. Five permissive elements are also included in the existing Plan. The City is initiating a complete revision of the Coronado General Plan to reflect current community goals. The new Plan will be updated and expanded into a more comprehensive document comprised of three distinct components:

1. The Data Document/Master Environmental Assessment;
2. The General Plan Policy Document; and
3. The Environmental Assessment Document.

Additionally, the new General Plan will be comprised of seven mandatory elements -- Land Use, Circulation, Housing, Open Space, Conservation, Noise and Public Safety as well as nine permissive elements -- Public Buildings, Parking, Transportation, Recreation, Local Coastal, Water Use, Historic Preservation, Community Design and Scenic Highway.

Natural Physical Environment.

Many of the beneficial aspects of Coronado's physical environment which contribute to the City's unique character are readily identifiable by a cursory glance at any map of Coronado. The Coronado peninsula, nearly surrounded by the Pacific Ocean and San Diego Bay, is just a few hundred feet short of being an island. The undisturbed isolation and expansive vistas which the City's location affords it, have long been important aspects of the community's character. The secluded nature of the community and its relatively small size (the "village" portion exclusive of the Silver Strand portion of the City is only a little more than two square miles in size), lends a small town "village" atmosphere to the City.

The open, somewhat undisturbed nature of the Silver Strand, and the broad vistas available across beach, ocean, bay and golf course, prevent the compact size of the peninsula from being perceived by its residents as physically confining, and bestows the community with an almost rural setting. In other words, the City's flat terrain and the bodies of water encircling the City visually generates for the viewer a sensation of expansiveness that belies the small compact nature of the community itself.

The great diversity of wildlife in Coronado and its neighboring waters cannot be ignored when considering the City's personality. More than 60 species of fish are known to inhabit San Diego Bay, the Pacific Ocean harbors an especially diverse array of sea life in the San Diego region, and many rare plants and animals have been sighted on the Silver Strand. In fact, the Audubon Society reported after its Christmas bird counts from 1969 to 1971 that South San Diego Bay had the greatest number of bird species frequenting it of any site in the nation. Detailed discussion of the City's geology, geography, topography, biological environment and ecology is presented later in this document.

Finally, Coronado's close proximity to the urban conveniences and cultural diversity of San Diego and Tijuana significantly broadens the cultural opportunities of the community's residents.

Climate.

Certainly, one beneficial aspect of Coronado's physical environment that cannot be ignored is the area's climate. "The climate of the San Diego area, classified as Middle Latitude Steppe, is characterized by mild year-round temperatures and light rainfall which occurs primarily during the winter months. The summer dry season is long and uninterrupted.

The San Diego area is reputed to have one of the most agreeable temperature regimes in the United States. Temperatures below 40°F and above 90°F seldom occur. Average low and high temperatures range from the mid 40's to mid 60's in winter and low 60's to high

70's in summer. Coldest temperatures typically occur in January, and warmest in August and September. Temperatures in Coronado are more moderate than those in the San Diego area in general. A comparison of the North Island Fleet Weather Facility and the Lindbergh Field statistical data over the period 1937-1971 is presented in...(Figure 4) below.

(FIGURE 4)

AVERAGE TEMPERATURES

	North Island (Coronado)	Lindbergh Field (San Diego)
Average High	67.8° F	71.4° F
Average Low	56.5° F	55.1° F
Average Range	11.3° F	16.3° F

Rainfall varies considerably from month to month, as well as from year to year. Compilations of monthly and annual average rainfall indicate that annual rainfall averaging around 10.4 inches is characteristic of Lindbergh Field and that annual rainfall averaging 8.4 inches is characteristic of North Island. About three-fourths of annual precipitation falls during the months of December through March.

The predominant feature of the San Diego wind climate is the sealand breeze. During the daytime, marine air moves landward (a westerly wind) as a result of large scale pressure patterns, often in association with local up-slope winds caused by warming of local air masses. Sea breezes are most evident in the afternoon and early evening. Easterly land breezes are often observed at night as a result of cool air drainage, the reverse of the up-slope movements that occur as a result of air mass heating. Winds are lighter in Coronado than in the San Diego area. Average wind speed at North Island is 5.3 knots. Average wind speed at Lindbergh Field is 6.6 knots. The sea and land breeze regime becomes less persistent during the winter months when frontal storm systems dominate the area. In addition, during the fall and early winter, the region experiences occasional hot, dry Santa Ana winds from the east.

Monthly mean percent of possible sunshine varies between 58 percent in June to 76 percent in November. Possible sunshine is less than 60 percent during April, May and June and exceeds 70 percent in February, March and November.

On the average, heavy fogs occur at San Diego on about 24 days through the year. These fogs occur most frequently in the fall and winter months; more than half occur between November through January.

The San Diego area frequently experiences strong temperature inversions and light wind conditions that are conducive to concentration of air pollutants. Data from North Island Naval Air Station indicate that inversion base heights of about 1,500 feet or less occur at least 18 percent of the time during the spring and summer and no more than 69 percent during the fall and winter. The San Diego area has a greater occurrence of temperature inversion than Los Angeles or Orange Counties, one of the highest in the nation." ([4], pp. 82-84). "Coronado generally experiences better air quality than other areas in the San Diego Air Basin due to the predominantly westerly winds which transport pollutants from Coronado to inland areas." ([4], p. 87).

History.

The history of Coronado, the historic structures in the City, and the manner in which the City was originally developed account for much that is unique and appealing in the community.

"Coronado was discovered on September 28, 1542, by Spanish explorer Juan Rodriguez Cabrillo as he was sailing into San Diego and discovering California.

The ensuing 304 years saw many changes on the mainland but it was not until 1846 that North Island, Coronado, and the connecting Strand were recorded in history." ([6], p. 5). On May 15, 1846, Mexican Governor Pio Pico granted the entire peninsula, some 4,185 acres, to Pedro C. Carrillo, who used the land to graze cattle for a year and then sold out to Bezar Simmons. "Simmons, an early American settler in Southern California, used Coronado and North Island as grazing land for 25 years, selling out to Archibald C. Peachy and William H. Aspinwall of New York and San Francisco for $10,000." ([6], p.5).

"In 1884, Elisha S. Babcock, a railroad financier from Evansville, Indiana, and N. L. Story of Chicago, also a financier who was a member of the famed Story and Clarke Piano Manufacturers, arrived in San Diego. Both were in poor health and had been sent here by their physicians. A favorite pastime of the two men was to row across the bay and hunt rabbits on Coronado's brush covered acres. At that time, the jack rabbits outnumbered the population by 10,000 to 1." ([3]).

"How Babcock and Story became acquainted is not known. In fact, it is not even known just how well they knew each other. It is only known that while hunting on the barren land, they became excited about the possibilities Coronado offered. They knew that such a virgin area, ideally located, would be a great land promotion idea, especially with thousands of people in the east clammering to move west. So in December of 1885, Babcock and Story bought all of Coronado and North Island for $110,000.00.

Quickly they formed the Coronado Beach Company, subdivided the land, and began to prepare to sell it. The first land auction was on November 13, 1886, with the first parcel of land going to San Diego attorney, Major Levi Chase. Reportedly he bought the land for $1,600 and was offered $2,000* the same day for it. Babcock and Story used outlandish advertising techniques, not used in their time, such as balloon ascensions, free tickets on the ferry and street railway system, offers of free water for a year. During this land promotion, a cash prize was offered in the "name-the-City" contest and Coronado was officially selected as it was also the name given to the rocky islands off the coast. Sales ran from $100,000 to $400,000 per month. Babcock was sure he had enough money to build the hotel he had always dreamed of building." ([1], pp. 5-6).

"Then came selection of a hotel site. For some time North Island was in favor, for as its proponents argued, if the hotel was located near the entrance to the bay, the guests would be able to watch ships enter and leave the harbor.

But the problem of transportation to North Island from the ferry landing on South Island was a major one, and by late summer of 1886, when boring determined the presence of bedrock for the foundation base the hotel's present site on the South Island was chosen." ([7], p. 15).

"Babcock had seen to it that transportation systems (both a railroad and a ferryboat system) were constructed to deliver the necessary lumber, building materials, workers, fixtures, and furniture. The hotel was laboriously being constructed of wood in the days when San Diego had neither lumber nor skilled carpenters; arrangements were made to have both brought in from San Francisco. A contract was made for exclusive rights to all lumber cut by the Dolbeer and Carson Lumber Company of San Francisco. The Chinese Seven Companies of San Francisco provided most of the labor.

Since nothing was available in Cornado, architct Reid built his own brick kiln, a planing mill (since the timber from Northern California was rough cut and green), a metal shop and an iron works." ([3], p.6).

"...(I)n March, 1887, the first shovelful of earth was turned for the foundation of the hotel. On February 19, 1888, the doors of the hotel were opened to the public. Incandescent lighting was new at the time and the use of these lamps brought Thomas A. Edison, their inventor, here to advise on the installation of the generators. ([3]).

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*An alternative account claims the amount offered was $3,500, and that "more than 6,600 people" were in Cornado for the first land auction day. ([7], p. 21).

By 1888, the community of Coronado was experiencing a tax revolt over the "tributary taxes" Coronado residents were forced to pay the City of San Diego. It seems that the act to re-incorporate the City of San Diego which passed on April 1, 1876 extended that City's jurisdiction over the Coronado peninsula. When the City of San Diego placed property taxes upon the growing Coronado community, some Coronado residents refused to pay and appealed to the California State Supreme Court, which in turn ruled in favor of San Diego. In January 1889 Coronado residents, with a document titled "Coronado Reasons", petitioned the San Diego Board of Supervisors to be permitted to hold an election to incorporate Coronado in order to avoid delinquent City of San Diego taxes. The December 6, 1890 election resulted in a vote of 133 for incorporation and 73 against, and the selection of a Board of Trustees. The City was legally incorporated December 11, and the City's first Board of Trustees (City Council) meeting was held December 15, 1890. ([8]).
10

The "Coronado Reasons" document is particularly interesting for its description of Coronado in early 1889. The following excerpts are from the "Coronado's Reasons" document:

> "In the year 1886 the entire South Island was cleared of brush, and platted for the city of today. Along the borders of the wide streets and broad avenues were planted various species of trees and flowering plants, making beautiful and ready roadways to all parts of our city. Broad boulevards surround the island. Extensive and numerous parks and plazas have been plated with trees, grasses and flowers...
>
> Since January 1, 1887, we have built 263 dwellings, the large majority of them beautiful home structures. We have built twenty three business houses. We have four hotels, exclusive of the hotel of hotels, the Hotel del Coronado...We have built a large, expensive box factory and veneer cutting establishment, and expended...inother buildings for industrial purposes..." ([8]).
> 10

The document continues on to describe operating or existing street car, railroad and ferry-boat systems. The document boasts: "We have completed a system of water works, with forty miles of pipe...", "We have built fifty miles of sewers...", "We have erected fifty miles of telegraph, telephone and electric lines...", "We have a museum..." (probably a library), and "...we have bought an entire block of ground, centrally situated in our city, and erected thereon...a commodious school building." Finally, after mentioning the existence of a Methodist Church "of fair proportion and architectural beauty...", the document states:

> "In fact, we have built for ouselves and our posterity, by ourselves, without any assistance from any state, county or city, all the necessaries and conveniences appertaining to, or required by a city." ([8]).
> 10

"J.D. and Adolph Spreckels bought the entire Babcock holdings in 1893...They developed a ferry system, a street car line from the ferry landing to the Hotel; a block of stores and banks on Orange Avenue; a polo field; fishing pier; golf course; riding stables, and finally in 1900 (the) famous Tent City just south of Hotel del Coronado." ([6], p.6). The "...Tent City...was comprised of square-shaped tents on wooden platforms with palm leaves on the roofs. There were free band concerts and vaudeville acts for the vacationers. Tent City operated as a very popular place for summer visitors until it was dismantled in 1939." ([3]).

"In 1913 North Island was sold to the government and Rockwell Field was built for the first Army Air Corps. In 1917 the Navy was given part of the Island and they built there the first Naval Air Station. Subsequently the Army departed. During World War II the Navy filled in Old Spanish Bight, an inlet of San Diego Bay, which had separated North Island from Coronado, to increase their land area. About a mile south of the City they dredged the Bay for fill to build the Navy's largest Amphibious Base, ideally situated between Bay and Ocean." ([6], p. 6).

"The first ferry from San Diego to Coronado went into operation in 1886. A 21-foot steam launch served as a tug, towing a large open row boat used for passengers, or a barge used for lumber, freight, and horses and wagons. The ferry service (was) developed and improved until there were five large ferries on the run, each with a capacity of 50 to 70 cars. In 1969, the beautiful new five-lane San Diego-Coronado Bay Bridge replaced the ferry service." ([3]).

Naturally the increasing tourism, naval activity and development of Coronado resulted in population increases for the City. The Coronado population estimates in Figure 5 illustrates the City's growth. Two major residential projects were started on the Silver Strand in 1968: the 15-story Coronado Shores condominium complex completed in 1978, and the ongoing Coronado Cays residential development. Construction on "The Landing" condominium complex commenced in 1984.

Historic Development and Structures.

Coronado now encompasses all or portions of three major naval bases. North Island Naval Air Station, a Naval Amphibious Base, and a Naval Communication Station. Often two or three large aircraft carriers or cruisers are berthed at the North Island Base. The numerous military recreation, health, and shopping facilities, and the excellent climate and "village" atmosphere of Coronado encourage many naval personnel who at one time were stationed in Coronado to return to the City when they retire. A City of Coronado Community Development Department telephone directory survey conducted in 1978 discovered that more than 70 percent of the City's residents were in families headed by active or retired military (mostly naval) personnel. Certainly, this naval tradition has a pronounced influence on the character of the City.

Figure 5

CORONADO POPULATION FIGURES

YEAR	POPULATION	INFORMATION SOURCE
1890	NA	Combined with City of San Diego in Federal Census
1900	935	Federal Census
1910	1,477	Federal Census
1920	3,289	Federal Census
1930	5,425	Federal Census
1940	6,932	Federal Census
1945	25,000	Coronado Chamber of Commerce estimate
1950	12,700	Federal Census
1960	18,039	Federal Census
1970	20,020	Federal Census
1975	18,091	Federal Special Census
1980	18,790	Federal Census
1981	19,315	January 1st estimate by Calif. Dept. of Finance
1982	19,975	January 1st estimate by Calif. Dept. of Finance
1983	20,052	January 1st estimate by Calif. Dept. of Finance
1983	19,963	Revised estimate by Calif. Dept.of Finance
1984	19,735	January 1st estimate by Calif. Dept. of Finance
1984	19,649	Revised estimate by Calif. Dept. of Finance
1985	19,751	January 1st estimate by Calif. Dept. of Finance
1986	19,937	January 1st estimate by Calif. Dept. of Finance
1986	24,321	Oct. 23rd estimate by Calif. Dept. of Finance
1987	24,704	Jan. 1st estimate by Calif. Dept. of Finance
1987	24,630	Revised estimate by Calif. Dept. of Finance
1988	23,603	Jan. 1st estimate by Calif. Dept. of Finance

([27])

CorPopFig

Coronado has long been the resort and residential community of the wealthy and not so wealthy. A significant portion of Coronado's history is embodied in the architecture of its buildings. The interesting variety of architectural styles in Coronado is attributable to the community's age and the development methods used by the City's original developers. Selling vacant parcels of land permitted a slow development of the City, with each structure essentially unique from all others in its combination of architectural style, architect, materials, construction methods and landscaping.

Community Design and Street Pattern.

Since most of the "village" portion of Coronado was developed and sold over a short period of time by one development group, the street pattern and general layout of the community is the product of a planned community design. The transportation systems and street patterns were centered upon the ferry landing and the Hotel del Coronado. The connecting street, Orange Avenue, was designed as a particularly broad boulevard, with the "Coronado Beach Railroad" tracks laid down the middle of it. ([8], pp. 14 and 19). (The railway was soon extended down the Silver Strand to enable larger crowds to visit the community.) ([8]). Trolley cars early were used on this Orange Avenue rail route to provide "rapid transit" from the ferry landing to the Hotel del Coronado.

The isolated, placid and compact nature of Coronado (with an even more compact business district) has, along with City's early good transportation system, encouraged development of a commercial district that accommodates the walking shopper.

"Commercial activity in the City of Coronado is primarily confined to a downtown business district in the southern part of the City and to a smaller neighborhood commercial area at the north end of the City.

The downtown business district (which) extends along Orange Avenue from the Hotel del Coronado to the civic complex at Sixth Street...is two to three blocks in width. Within this area are major concentrations of retail, office, hotel/motel, and parking facilities...

Commercial developments occupy most of the frontage along Orange Avenue. Approximately 300,000 square feet of building space is located along the Orange Avenue corridors, representing 75 to 80 percent of the total of this type of space in the City." ([4], pp. 52-53).

There are 1029 visitor accommodations in the City in twelve hotels or motels. The Hotel del Coronado's 690 rooms account for 67% of the hotel/motel rooms in the City. By 1988, the 450 room "Crown Isle Hotel" and the 300 room "Park at Coronado" are projected to be operating, and the Hotel del Coronado anticipates constructing an additional 100 rooms.

"Most of the buildings housing the commercial and office activities in central Coronado are relatively small, single-story structures forming continuous facades along Orange Avenue. The majority of these structures occupy about 60 to 75 percent of their individual sites and have public access from the main street side and service access from the alley side of the building. Many of the buildings are 40 to 50 years old.

The hotels and motels are mostly free-standing, multi-storied structures with landscaped areas and parking in the land surrounding them. Several of the hotel structures are also 40 to 50 years old, with the expansive...Hotel del Coronado being over...(90) years old.

Commercial actvity at the north end of Orange Avenue between First and Second Streets is... mixed and consists of... restaurant(s), lounge(s), church, and various retail service establishments. Most of these buildings are older (40-50 years) and are in various states of repair. Some remodeling has been done in recent years...

Commercial service areas are also...on "C" Avenue between First and Second Street. A new neighborhood shopping center is located in this area." ([4], pp. 52-53).

The City's broad width "grid" street system, with diagonal boulevards branching out North and West from a centrally located park, library and school system, has accentuated the "village" residential character of the community. The small pocket parks that dot the town, the park-like central divider down Orange Avenue, the many old trees that flourish in Coronado; all of these elements contribute to the City's "village" image.

The original narrow, long-lot pattern (with alternating streets and alleys) designed by the Coronado Beach Company, encouraged the further subdivision of lots and alley orientd residential development. Furthermore, the isolated nature of Coronado until the opening of the San Diego-Coronado Bay Bridge reduced demand for real estate in the community enough to discourage high rise development. These development factors jointly account for the community's dense development with a predominantly low skyline.

"As previously noted, the original center City was laid out in a grid area comprising about 100 rectangular blocks, each divided by a central alley originally serving ten building lots on each side. As initially laid out, each building lot was 25' x 140'. Over the years, some of these have been combined to provide wider lot frontages but a substantial number are still 25' lots." ([4], p.51). Such long narrow lots, originally intended for beach cottages, have resulted in development in many neighborhoods of "shoe box" shaped houses, one after another, with small (six foot) separations between them.

Population/Land Use Data

The historic population growth of Coronado is presented on Figure 5 (page I-18). Figure 2 details a breakdown between census tracts of the City's 1980 population. Figure 6, "Residential Land Use Matrix", summarized the City's Land Use Inventory dwelling and acreage counts for the "village", "Shores" and "Cays" (see Figure 1 on page I-5). Based upon the zones depicted on Figure 7, Figure 8 further disaggregates the Land Use Inventory into additional categories, adding information for hotel and motel lodgings. Note that Figures 6 and 8 provide data on private (and some public) land acreage other than public street right-of-way; therefore, these figures do not represent total City land area.

Population/Land Use Projections

Given the Land Use Inventory information presented on Figure 8, Figures 9 and 10 respectively present "Dwelling Unit Estimates" and "Population Estimates" for Coronado. Since the Coronado General Plan, Local Coastal Program and Zoning Map reflect identical land uses for all portions of the City, the estimates depicted in Figures 9 and 10 are representative of all three of these documents.

Figures 8 and 9 demonstrate how City staff has calculated that the present "probable" build-out of the City would increase the City population by less than 3,400 people over the City's existing population of approximately 24,000. Moreover, the "maximum" theoretical build-out would add as much as 9,800 people to the City's present population.*

The "Maximum" figures on the Figure 9 Table are theoretical in nature and could never be reached in practice. For example, suppose that two adjoining lots have exactly enough square footage to allow under the Zoning Ordinance the construction of a 5 unit multi-family development. However, if these two lots are separately owned, each individual owner would only have enough land for 2-1/2 units, which is in turn rounded down to 2 units. Therefore, in this example, 1/5 of the theoretically possible build-out is lost due to ownership patterns. Moreover, there will always be resistance to the redevelopment at a higher density of their property on the part of some owners of single family homes due to sentimental, historical or financial reasons.

The "Maximum" column is particularly inflated by the military population on ships docked at North Island Naval Air Station. It is highly unlikely that all three ships would have most of their crews living on board ship at North Island when a census is taken.

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* Both of the figures in this paragraph assume a vacancy factor of about 17%, and the construction of 180 family housing units for Navy personnel. (A 16.2% vacancy factor was determined for Coronado in the 1980 census, while the California Department of Finance estimated an 18.07% vacancy factor for Coronado for 1985.)

LAND USE MATRIX BY ZONE (1)

Dwelling Type / Area (2)	Single Family Homes	Duplex Units	Condo-minium Units	Apart-ment Units	Convent Rectories, Etc.	Hotel Motel	Supplemental Residential Use	Vacant Land	Other Uses	TOTAL
A (5) ne	1957 / 285.86 Acres	32 / 1.73 Acres	18 / .54 Acres	6 / .75 Acres	0 / 0	0 / 0	N/A / 1.30 Acres	0 / 5.07 Acres	N/A / 3.67 Acres	2013 / 298.92 Acres
R-1B	1144 / 108.46	56 / 2.66	35 / .80	23 / .63	9 / .50	0 / 0	N/A / .37	N/A / 1.24	N/A / .95	1267 / 115.61
R-3 (6)	399 / 31.08	162 / 5.79	426 / 12.79	818 / 20.35	3 / .35	0 / 0	N/A / .17	N/A / 1.57	N/A / 7.09	1808 / 79.19
R-4	51 /	14 / .48	100 / 2.29	170 / 3.67	0 / 0	173 / 1.93	N/A / .24	N/A / .48	N/ A / 1.83	508 / 14.50
R-5 (4)	0 / 0	0 / 0	1467 / 29.74	0 / 0	0 / 0	0 / 0	N/A / 0	N/A / 0	N/A / 0	1467 / 29.74
H-M	2 / .42	2 / .21	0 / 0	8 / .10	0 / 0	1,134 / 38.68	N/A / 0	N/A / .11	N/A / 5.55	1146 / 45.07
R-PCD	0 / 0	0 / 0	115 / 3.93	549 / 7.14	0 / 0	0 / 0	N/A / 2.74	N/A / 3.32	N/A / .70	664 / 17.83
CC	2 / .01	12 / .10	0 / 0	41 / 52	0 / 0	87 / .65	N/A / 0	N/A / .74	N/A / 12.91	142 / 14.93
LC	3 / .24	4 / .08	0 / 0	15 / .20	0 /	0 / 0	N/A / 0	N/A / 1.00	N/A / 6.71	22 / 8.23
SUP (3)	766 / 73.49	0 / 0	411 / 32.85	0 / 0	0 / 0	N/A / 0	N/A / 11.81	N/A / 2.29	N/A / 18.90	1177 (7) / 212.06
TOTAL	4324 / 503.14 Acres	282 / 11.05 Acres	2572 / 82.94 Acres	1630 / 33.36 Acres	12 / .85 Acres	1394 / 41.26 Acres	N/A / 16.63 Acres	N/A / 15.82 Acres	N/A / 58.31 Acres	10214 / 763.36 Acres

Note: (1) Military, State Beach and Port District land use not included (2 single-family homes exist on the State Beach).

(2) The 36.21 acre C-R zone, the 170.75 CU-OS zone (which includes the 115 bed Coronado Hospital) and the 2.33 acre R-SCD zone are not included here. The C-R and CU-OS zones have dwellings while the R-SCD zone is occupied by a 92 room quest home for the elderly and an 88 bed convalescent hospital.

(3) Refers solely to Coronado Cays Development and excludes Crown Isle (12.1 acres) and Grand Caribe Isle (19 acres), Bays and Lagoons (57.08).

(4) Refers solely to the Coronado Shores Development.

(5) The R-1A zone calculations include R-1A(E), R-1A CC1, CC2, CC3 zone figures.

(6) The R-3 zone figures include P Overlay Zone.

(7) This total does not include 19 vacant buildable parcels, which would bring the total buildout to 1,196 units.

(Current through February 1, 1991)

RESIDENTIAL LAND USE MATRIX

DWELLING TYPE	SINGLE FAMILY HOMES	DUPLEX UNITS	CONDO-MINIUM UNITS	APARTMENT UNITS	CONVENT, RECTORIES AND OTHER RELIGIOUS	TOTAL
VILLAGE	3558 / 429.65 ACRES	282 / 11.05 ACRES	694 / 20.35 ACRES	1630 / 33.68 ACRES	12 / .85 ACRES	6176 / 495.26 ACRES
SHORES	0 / 0	0 / 0	1467 / 29.74	0 / 0	0 / 0	1467 / 29.74
CAYS	766 / 73.49	0 / 0	411 / 32.85	0 / 0	0 / 0	***1177 / 106.34
TOTAL	4324 / 503.14 ACRES	282 / 11.05 ACRES	2572 / 82.94 ACRES	1630 / 33.36 ACRES	12 / .85 ACRES	8820 UNITS / 631.34 ACRES

NOTE: * Data from the 1980 Census indicates that 14 units at the Coronado Shores have been merged into 7 units reducing the Shores total units to 1,460. (This inventory has not been changed to reflect this 7-unit reduction because the alterations are readily reversible).

Moreover, 2 single-family homes exist on the Silver Strand State Beach for the park rangers, and 11 of the hotel or motel units in Coronado (which are not reflected in this matrix) are utilized by management as permanent residences. In the village, the Coronado Royale is a 92 room retirement home for the elderly. (Coronado Royale residents have month to month rental agreements and live in a "hotel" environment).

Therefore, an estimated 4,295 single-family homes, 2,566 condominiums, 281 duplexes, 1,630 apartments, and 11 hotel or motel manager units result in a total permanent non-military dwelling count for Coronado (excluding transient lodging) of 8,783. When the Coronado Royale is included, this figure increases to 8,875

** North Island Naval Station has 55 single-family homes; the Naval Amphibious Base has 80 single-family homes and 200 duplex units; the Naval Communications Station has 4 single-family homes; the Navy Strand Housing has 210 units in single-family homes and Strand 2 has 180 single-family homes.

*** This total does not include 19 vacant buildable parcels, which would bring the total buildout to 1,196 units.

(Date current through February 1, 1991)

Figure 9

DWELLING UNIT ESTIMATES

Zone	Existing	Projected Build-out Maximum	Projected Build-out Probable
R-1A	1,990	2,371	2,202
R-1B	1,284	1,490	1,398
R-3	1,752	2,332	2,082
R-4	338	481	430
Sub-Total	5,364	6,674	6,112
R-PCD	664	768	768
Commercial	113	113	85
R-5 (Shores)	1,467	1,467	1,467
Coronado Cays	858	1,201	1,195
Total	8,466	10,223	9,627

Calculation Methodology - Calculated May 1988 utilizing Land Use Inventory data current through March 1988, and the following assumptions:

1. All existing non-residential uses in residential zones will remain.
2. At least one fourth of the residential uses in non-residential zones will be eliminated (for probable column).
3. Maximum and probable build-out calculations were computed using 40, 28, 12 and 8 DU/acre density figures respectively for the R-4, R-3, R-1B and R-1A Zones.
4. All vacant land and "supplemental residential land uses" (e.g., tennis courts, et cetera) will eventually be developed at the highest density permitted for the zone.
5. For the "Maximum" columns, all residential uses at densities below that permitted for the zone will be redeveloped to the maximum density permitted by the zone.
6. For the "Probable" columns, one half of all residential uses at densities below that permitted for the zone will be redeveloped to the maximum density permitted by the zone.
7. The 196 unit Landing Project will be completed.
8. The Coronado Shores will remain unchanged.
9. The Coronado Cays development will be completed as presently proposed; lots at at the Coronado Cays that have been merged will remain merged (for probable column).
10. The 11 hotel or motel manager units are not counted.
11. Lands held by churches will not change use.

Figure 10
POPULATION ESTIMATES*

		Calculation Method	Population Estimates Maximum	Probable
1.	Number of Private Dwellings	From Figure 9	10,223	9,627
2.	Family Size (Civilian)	Family Size Projection**	2.30	2.23
3.	Civilian Dwelling Unit Population	Row 1 Multiplied by Row 4	23,513	21,468
4.	Number of Non-Private Dwellings	Existing Military & State Beach Housing	311	311
5.	Additional New Non-Private Dwellings	Proposed Military Housing	180	180
6.	Family Size (Military)	Family Size Projection***	3.78	3.78
7.	Military Dwelling Unit Population	Total of Rows 4 & 5 Multiplied by Row 6	1,856	1,856
8.	Military Group Quarters	Estimate (4,670 in April 1988)	5,000	4,700
9.	Military on Ships	Estimate (3 Ships have about 2,700, 2,400 & 2,000)	7,100	2,700
10.	Non-Military Group Quarters	Likely Capacity of Hospital, Coronado Royale & Villa Coronado	325	310
11	Total City Population*	Total of Rows 3,7,8,9 & 10	37,794	31,034

*These estimates assume a zero vacancy factor for all dwellings and no permanent population in hotels or motels or as a "live-a-board" population on the bay. The 1980 census vacancy factor calculated for the City was 16.2 percent, while the California Department of Finance estimated a vacancy factor for Coronado for 1985 of 18.07 percent. Reducing the row "1" figures by about 17 percent would approximate what these government entities would likely estimate the Coronado occupied dwelling count to be given the City's data. Carrying the calculation through with the vacancy factor included would result in "Maximum" and "Probable" population estimates of 33,797 and 27,384 respectively.

**The 1980 census family size figure for the City of Coronado was 2.234; 2.253 was California Department of Finance estimate for 1985 for Coronado.

***Military family housing is much more likely to be occupied by families with children than civilian housing; this factor was developed by survey in existing military family housing in Coronado in May 1988. (North Island, 174 people living in 55 dwellings; Amphibious Base, 880 people in 250 dwellings.)

The "Probable" estimates assume that only one half of all residential uses at densities below that permitted for the zone will be redeveloped to the maximum density permitted by the zone (instead of the 100% assumed by the "Maximum" estimates). A time frame is not presented on either Figure 9 or 10. As explained above, the "Maximum" estimates are not obtainable. The "Probable" estimates are likely to be reached by about the year 2005. The calculation assumptions for the two figures are presented on the figures themselves, and the build-out date calculation is explained below.

Figure 11 depicts the "Gain in Condominium Units for the Village" from 1979 to 1988, while Figures 12 and 13 present the "Land Use in R-3 and R-4 Zones" and "Land Use in (The) Village and (The Coronado) Shores" during this time period. Similarly, Figures 14 and 15 graph the "Dwelling Units by Housing Type for the R-3 and R-4 Zones" and the "Dwelling Units by Housing Type for the Village, (Coronado) Cays and (Coronado) Shores" for the 1979 to 1988 time frame. The trends illustrated on these five figures are utilized to estimate the build-out date of 2005 used on Figures 16 and 17.

From 1979 to 1988 the City has consistently experienced a one to two percent annual increase in condominium units in the "village" (Figure 11). The apparent 1986-87 five percent exception would be, in fact, one percent if completion of the 92 unit Phase I "Landing" project were excluded from the calculation. Figures 12 and 13 suggest (ignoring the Coronado Cays) that while the division of land uses has remained relatively constant over this time period, there has been a small, but significant trend in the R-3 and R-4 zones of replacing single family dwellings with condominium projects. The amount of vacant land in these areas has proved nearly irrelevant; both because of its relatively small amount and because most of the vacant land seems to be accountable to properties being temporarily considered vacant while they are being redeveloped during the construction process. (The slight increase in vacant land during the 1986-1988 period is due to the increase in construction activity occuring at that time.)

Figure 11

GAIN IN CONDOMINIUM UNITS FOR THE VILLAGE

Year Period	Net in Units*	Gain as Percentage of Total 1Units
1979-80	20 units	1%
1980-81	45 units	2%
1981-82	26 units	1%
1982-83	14 units	1%
1983-84	17 units	1%
1984-85	14 units	1%
1985-86	33 units	2%
1986-87	110 units*	5%
1987-88	20 units**	1%
9 year average	33 units	1.66%

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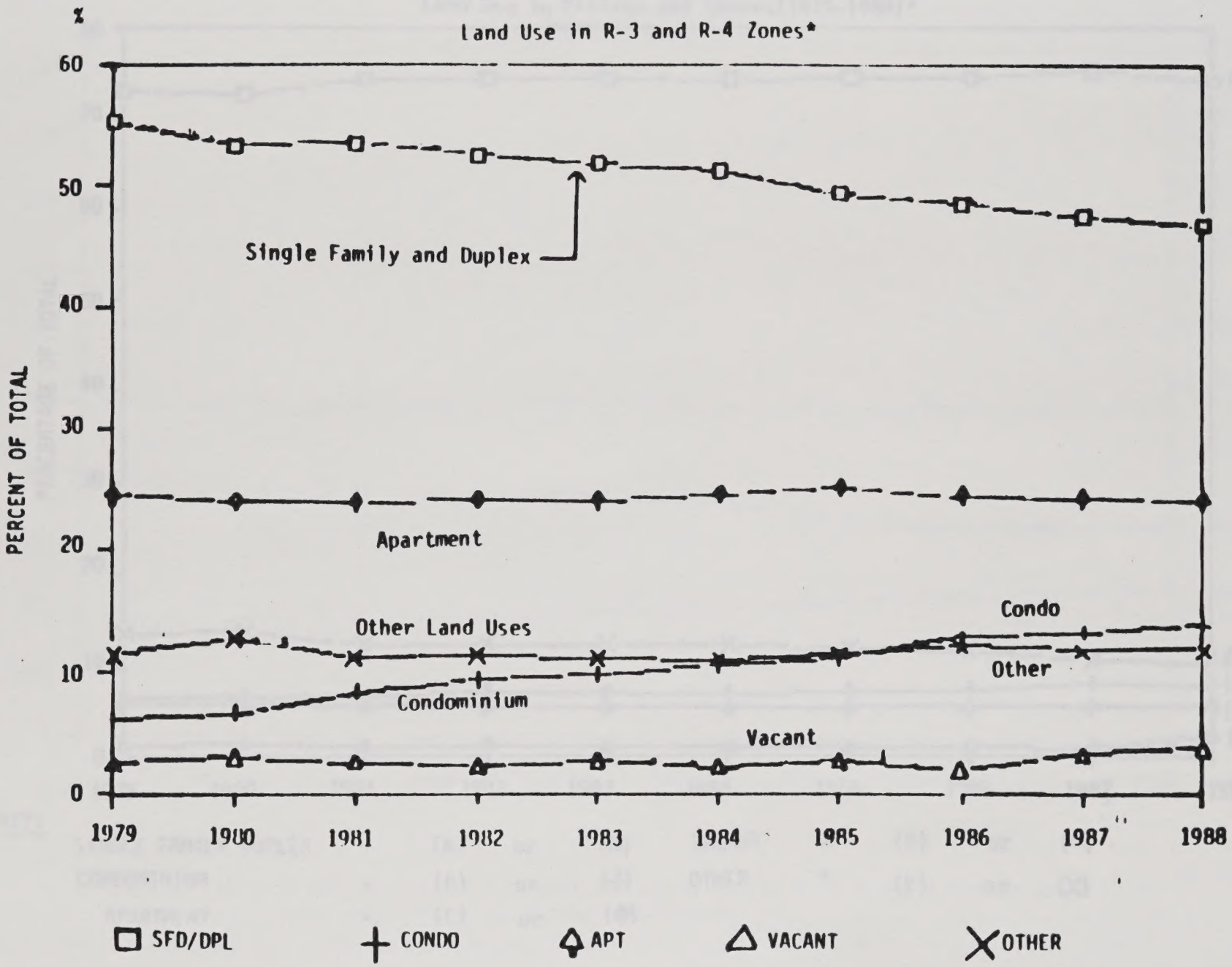
* This figure includes 92 units completed at The Landing (Phase #1).

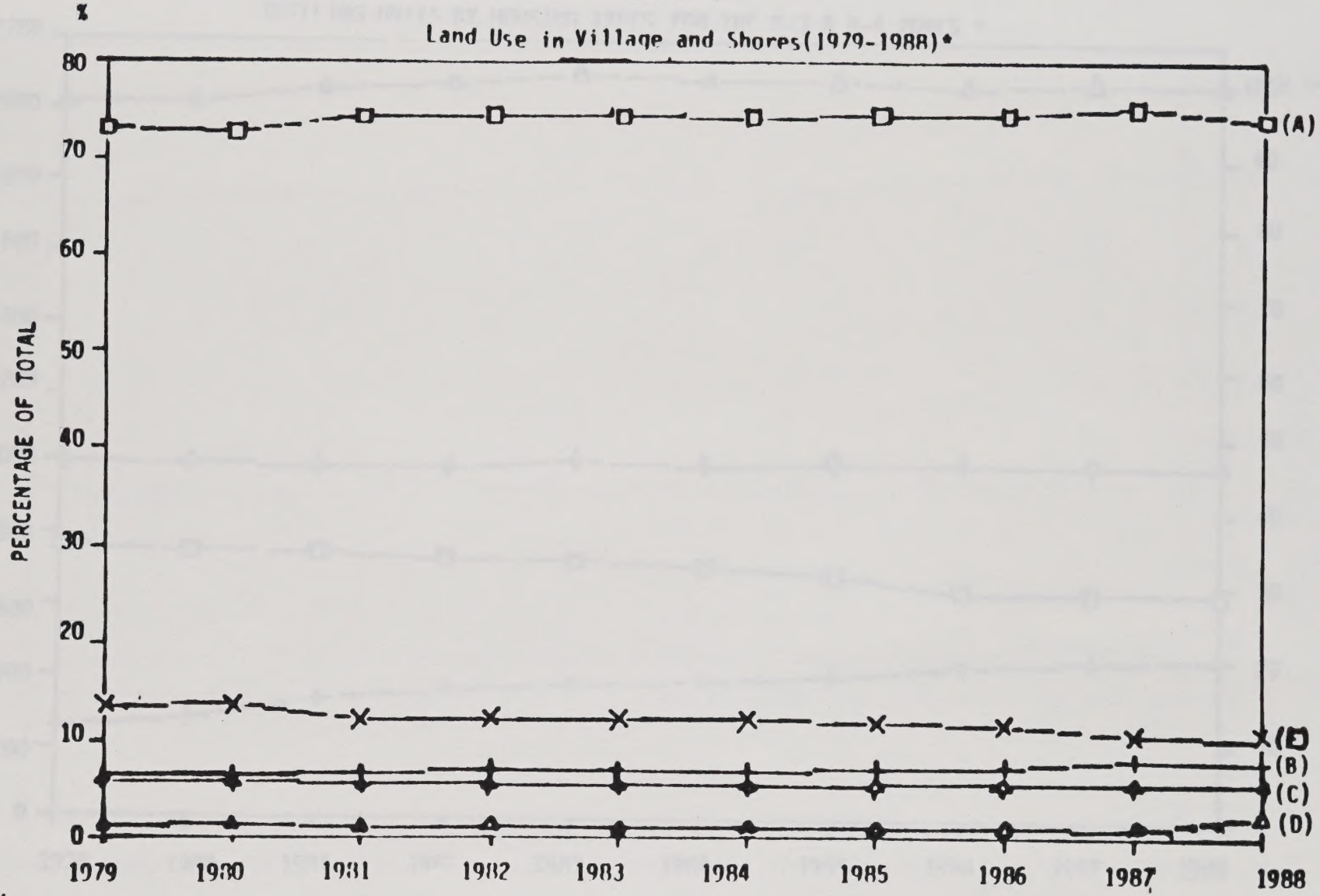
** This figure includes 8 actual completions through March 31, 1988 plus an additional 12 units projected to be completed by December 31, 1988.

FIGURE 12



* This graph includes total land area in the R-3 and R-4 zones combined.

FIGURE 13



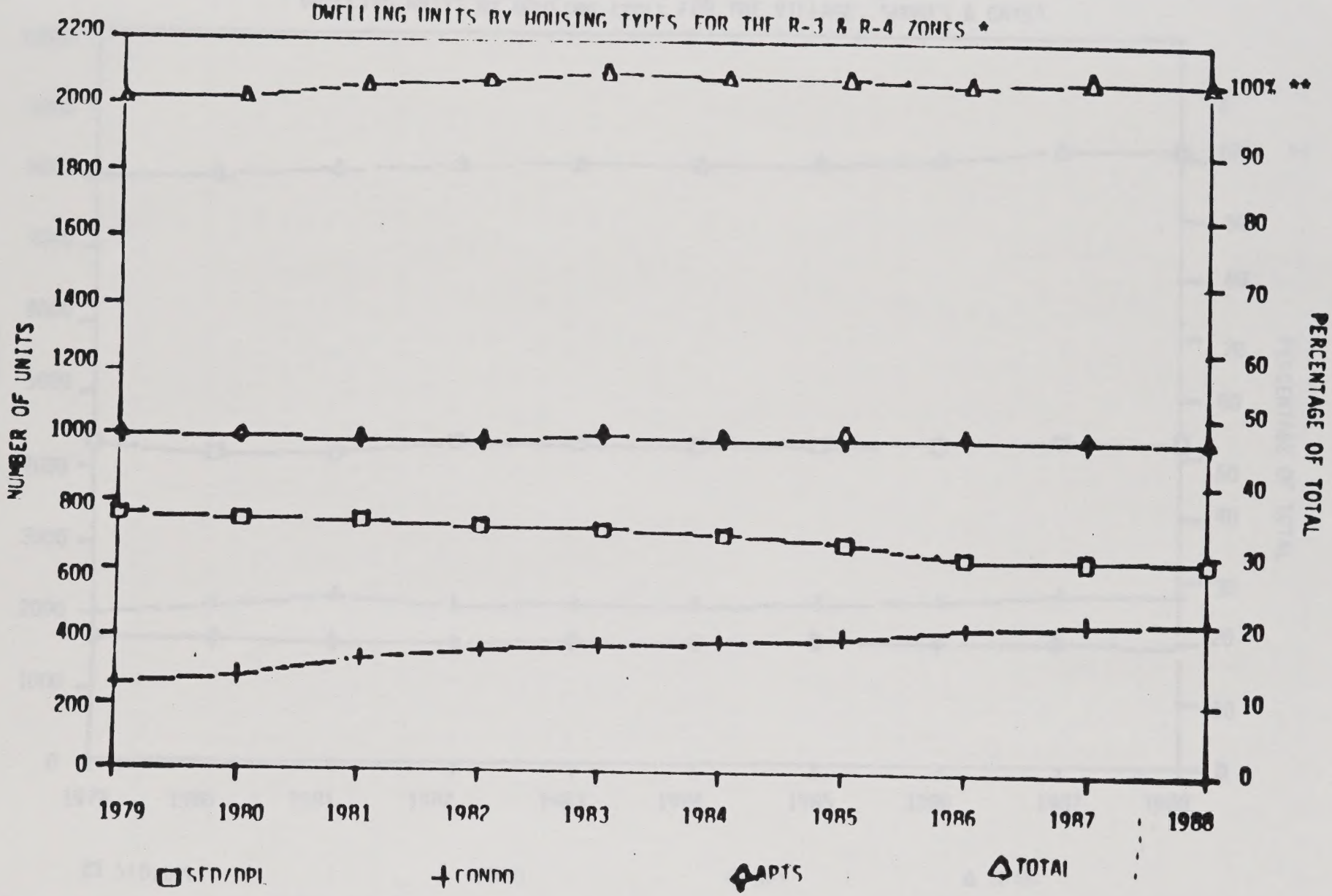
KEY:

SINGLE FAMILY DUPLEX	=	(A)	or	(□)	VACANT	=	(D)	or	(△)
CONDOMINIUM	=	(B)	or	(+)	OTHER	=	(ℓ)	or	(X)
APARTMENT	=	(C)	or	(◆)					

* This graph excludes Coronado Cays as well as land area for Military Housing and dwelling on State Beach.

FIG. 14

DWELLING UNITS BY HOUSING TYPES FOR THE R-3 & R-4 ZONES *

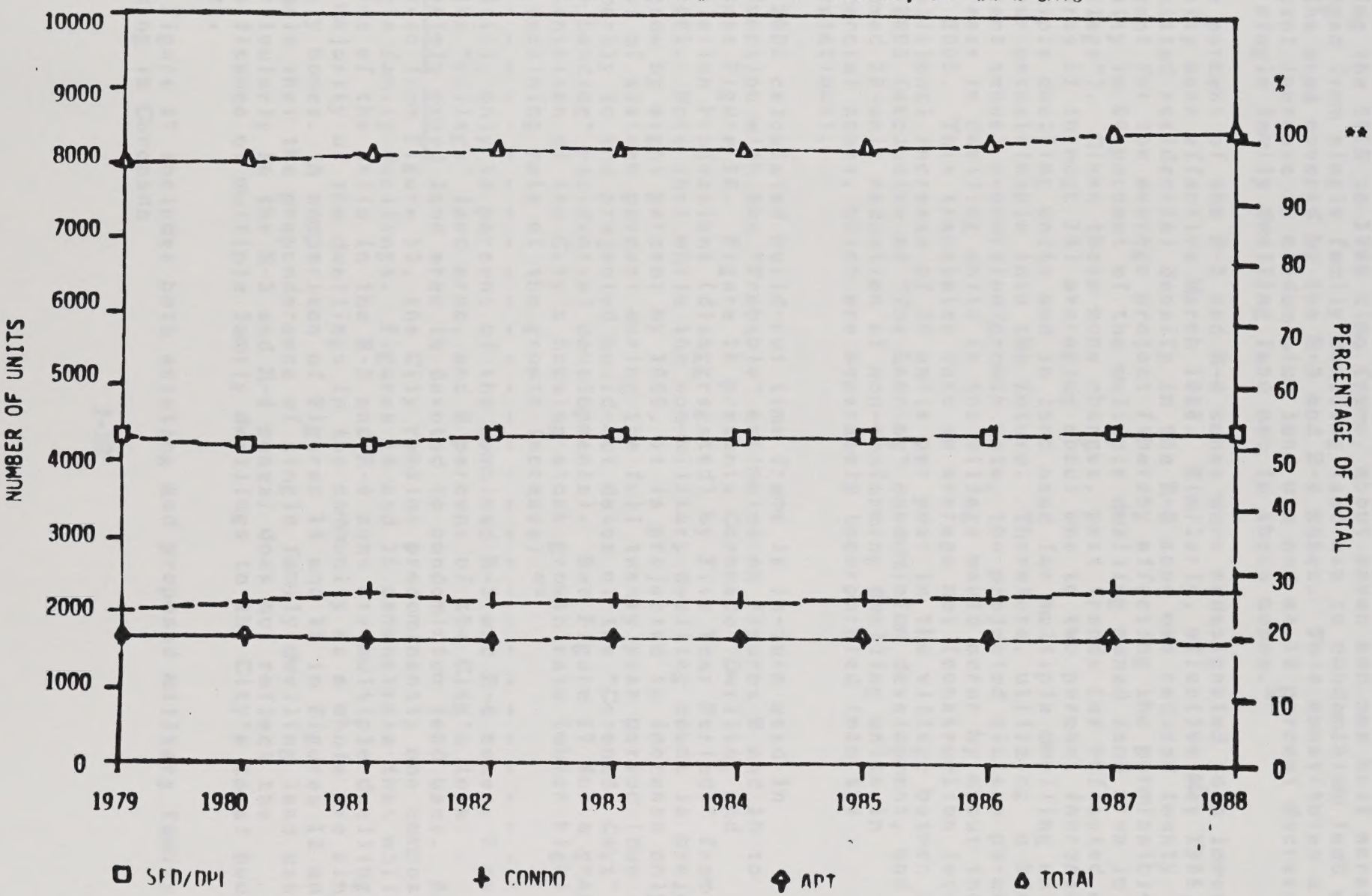


* Figures shown in this graph depict combined totals for R-3 & R-4 zones and do not include Hotel-Motel units or units on Church property.

** Percentages are based on the highest total.

FIGURE 15

DWELLING UNITS BY HOUSING TYPES FOR THE VILLAGE, SHORES & CAYS*



* Figures shown in this graph do not include Hotel-Motel units, Military units or units on Church property. The 92 room Royal Guest home and housing units on State Beach are also excluded.

** Percentages are based on the highest total.

During the 1979 to 1988 time frame, about seven and one half acres changed from single family dwelling land use to condominium land use in the area covered by the R-3 and R-4 zones. This constitutes a 235 percent increase in condominium land use and an 18 percent decrease in the single family dwelling land use in these zones.*

Five percent of the R-3 and R-4 zones were redesignated to a lower density zone effective March 1986. Similarly, effective May 1986, the permitted residential density in the R-3 zone was reduced twenty percent for the average project (thereby affecting the permissible density in 84 percent of the multiple dwelling zoned land area in the "village"). Given these zone changes, past trends (as reflected on Figures 11 through 15) averaging about one to two percent increases in multiple dwelling units and in land used for multiple dwelling units appear unsustainable into the future. Therefore, utilizing a 3/4 percent annual conversion/growth rate, the projected sixteen percent increase in dwelling units in the village would occur by about the year 2005. This translates into an average net (construction less demolitions) increase of 39 units per year in the village betwen 1985 and 2005 (exclusive of "The Landing" condominium development, and the assumed 28-unit reduction of non-conforming dwelling units in Commercial zones, which are separately incorporated into the calculations).

The 2005 calculated build-out time frame is in-turn used in conjunction with the "Probable" estimates on Figures 9 and 10 to compose Figure 16. Figure 16 presents Coronado "Dwelling and Population Projections (disaggregated) by Five Year Periods" from 1985 to 2005. Note that while the non-military dwelling count is projected to grow by eight percent by 1990, it is projected to increase only a total of sixteen percent during the full twenty year period (due primarily to the projected build-out dates of the "Coronado Cays" and "The Landing" residential developments). See Figure 17 for a graphic presentation of the City's housing stock growth rate (which highlights the declining rate of the growth increase).**

- -

* Still, only 14 percent of the combined R-3 and R-4 zones, 3 percent of the "village" land area, and 9 percent of the City's total privately owned land area is devoted to condominium land uses. As can be seen from Figure 13, the City remains predominantly one composed of single family dwellings. Figures 14 and 15 demonstrate that while two thirds of the units in the R-3 and R-4 zone are multiple dwellings, the majority of the dwellings in the community as a whole are single family homes. A comparison of Figures 14 and 15 to Figures 12 and 13 reveals that the preponderance of single family dwelling land use (particularly in the R-3 and R-4 zones) does not reflect the significance of multiple family dwellings to the City's total housing stock.

** Figure 17 includes both existing and proposed military family housing in Coronado.

Figure 16

DWELLING AND POPULATION PROJECTIONS BY FIVE YEAR PERIODS

Year	Number of Private Dwellings	Number of* Non-Private Dwellings	Dwelling** Unit Population	Military*** Group Quarters	Non-Military**** Group Quarters	Total***** City Population
1985	8,246	256	19,538	3,757	142	23,437
1990	8,730	491	21,324	7,400	310	29,034
1995	9,190	491	22,350	7,400	310	30,060
2000	9,430	491	22,885	7,400	310	30,595
2005	9,627	491	23,324	7,400	310	31,034

* Dwelling Units on Navy or State Beach property.

** The 1980 census family size figure for the City of Coronado was 2.234; 2.252 was California Department of Finance estimate for 1985; a family size of 3.78 was used for family housing on Navy or State beach property.

*** Military Group Quarters on this figure includes military personnel stationed on ships; no new change.

**** Coronado Royale, Villa Coronado and Coronado Hospital.

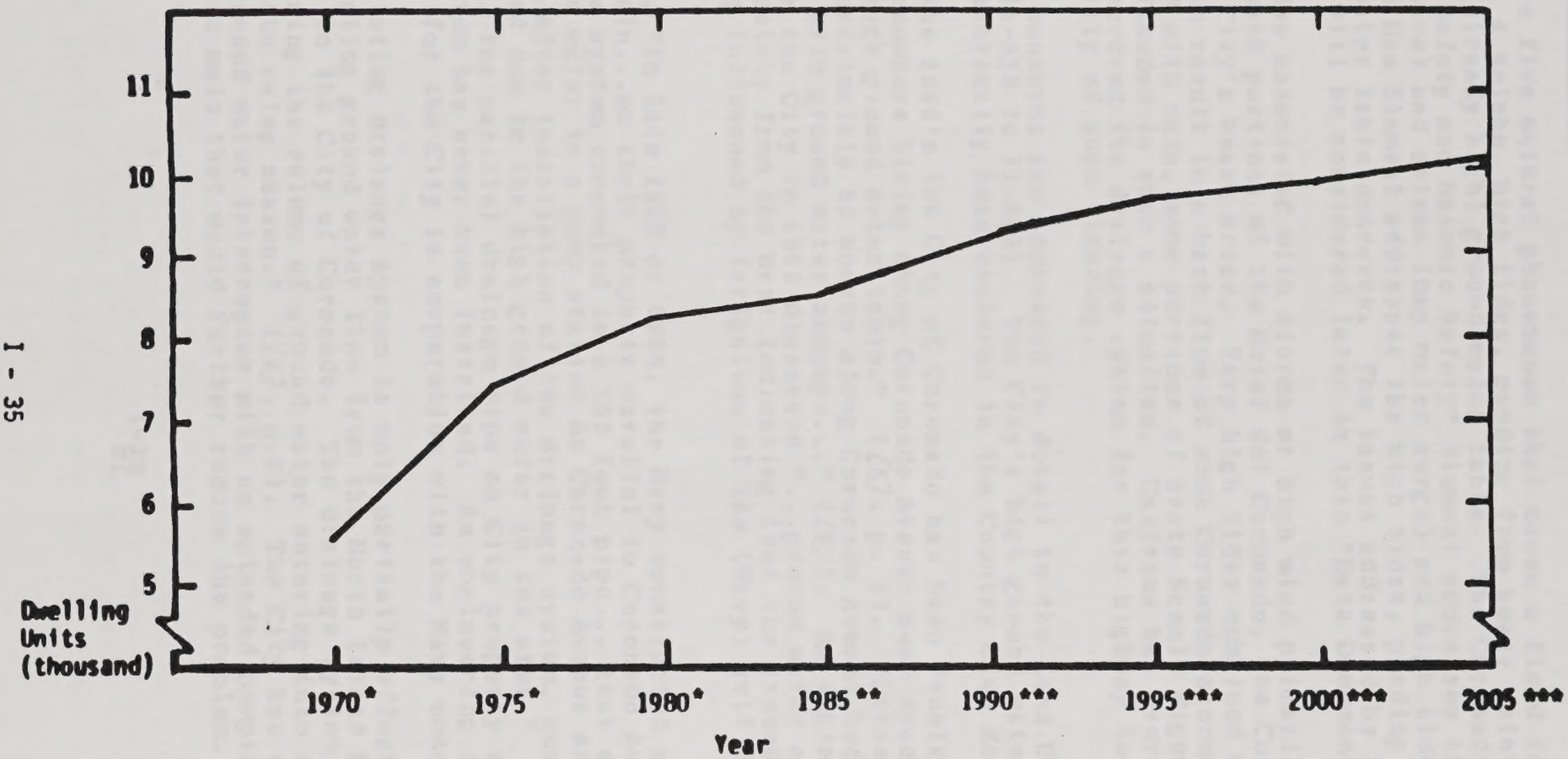
*****This estimate assumes a zero vacancy factor for all dwellings and no permanent population in the hotels or motels or as a live-a-board population on the Bay. The 1985 California Department of Finance estimate of 19,751 differs primarily due to use of an assumed vacancy factor of 18.07 percent. A 17 percent reduction of each of the population projections would approximately reflect the effect on the City's population figure of about 70 percent of the Coronado Shores condominiums being considered "unoccupied" second homes. The 1986 California Department of Finance estimate of 23,603 differs from the 1985 State estimate due to the annexation of most of North Island Naval Air Station to the City.

Calculated 6/17/86 by City of Coronado Community Development Department.

/wp/pc/5yrdwell

Figure 17

Housing Stock Growth Rate Trend



* Federal Census or Special Census data.

** Data from City of Coronado Land Use Inventory for June 1985.

*** Data from Figure 16 page I-3 as composed by City of Coronado Community Development Department. This Figure 17 has been composed by City of Coronado Community Development Department.

Flood Prone Areas.

There are five natural phenomenon that cause a flood in Coronado: A tsunami, a seiche, high tides, ponding from heavy rainfall, and a rising (already high) ground water table. The Coronado General Plan "Public Safety and Seismic Safety" Element addresses the tsunami (tidal wave) and seiche (bay water surge) and high tide issues; and the Land Use Element addresses the high tides, ponding and high ground water table concerns. The issues addressed by the "Safety" Element will be considered later in this "Data Document".

High tides associated with storms or high wind primarily endanger the seaward portions of the Hotel del Coronado, the Coronado Shores, and the City's beach areas. Very high tides combined with high winds can result in a back flow of some Coronado storm sewers. Combined with rain, some portions of State Scenic Highway 75 could become flooded in such a situation. Caltrans has over the past few years improved the drainage system for this highway to lessen the possibility of such flooding.

Ponding concerns are addressed in detail in the Land Use Element (pages II-A20 to II-A22). The City's high ground water problems have historically been centered in the Country Club Estates area.

"Since the 1960's the City of Coronado has been receiving complaints from homeowners living along Coronado Avenue near Acacia Way...due to the high ground water table." ([5]. p. 3). "During 1968 and 1969 approximately 55 houses along Coronado Avenue had a major problem with ground water seepage..." ([9]). An engineering study done for the City in 1968 discoverd "...ground water coming predominately from the West indicating that the ground water table is being influenced by irrigation of the (Navy) golf course." ([5], p.3).

However, "In late 1968 or 1969, the Navy constructed a 2000 foot underdrain...on their property parallel to Coronado Avenue. The drainage system connected to a 150 foot pipe... that conveyed the drainage water to a pump station on Coronado Avenue and Acacia Way... After installation of the drainage system, complaints continued due to the high ground water in the area." ([5], p. 5). However, the parallel drainage pipe on City property called for in the system has never been installed. An engineering study conducted in 1978 for the City in cooperation with the Navy concluded:

"The existing drainage system is only partially effective in intercepting ground water flow from the North Island Naval Air Station to the City of Coronado. The drainage system is not capable of draining the volume of ground water entering into the Study Area during the rainy season." ([6], p.8). The City has design plans for a ground water interceptor with an extended pumping system and a new force main that would further reduce the problem.

Parking Issue

Parking congestion is perceived by many inividuals as a major problem in Coronado. Many of the City's dwellings and apartment houses, and much of the City's commercial districts were built before providing parking for motor vehicles was a major concern. The trend toward recreational vehicle use has further aggravated the situation. As recently as mid 1986, the City increased its parking standards for multiple dwellings attempting to address this perceived parking problem.

Individual neighborhoods experience unique parking problems that are caused by these neighborhoods' close proximity to some type of major traffic generator. The streets near Ocean Boulevad are impacted by summer beach traffic, commuters to North Island Naval Air Station crowd the streets near Alameda Boulevard from First to Fifth Streets, and the streets surrounding the Central Commercial Area of Coronado and the Hotel del Coronado are affected by employee and customer parking. Smaller aggregations of vehicles are generated on Glorietta Boulevard, (by the live-aboard population on Glorietta Bay), by the Coronado Hospital and by the Coronado Unified School District Complex. (The Glorietta Boulevard parking problem may lessen with the opening of the parking lot for the San Diego Unified Port District's new park.) Spot land uses such as old apartment complexes and isolated commercial operations also generate parking congestion for small areas in various neighborhoods.

The parking congestion experienced by the City's commercial area between First and Second Streets should be alleviated when the public lot on "The Landing" condominium project is available. The nearby "Old Ferry Landing" commercial project may aggravate the parking congestion problem in the area depending upon the type of usage the pedestrian ferry portion of the project generates. The new "Park in Corondo" and "Crown Isle" hotels are anticipated to have sufficient on-site parking incorporated in their designs. Certain holidays or events (such as the Fourth of July celebration) are major generators of parking and traffic congestion.

Some of the City's alleys are used as sole access for residential development. Three alleys are "named alleys" which are specifically permitted "alley dwellings". Given the narrow twenty foot width of the alleys, parking in the alleys is a major concern. How to reconcile the needs of households that have only alley access and no on-site parking, with the public safety concerns of maintaining emergency vehicle access to alley residences is a major dilemma. Whether to have alley parking, modified alley parking or no alley parking is the question Coronado must address for each of the City's alleys.

While the parking standards utlized for early portions of the Coronado Cays and Coronado Shores projects may have been insufficient for guest and recreational vehicle parking (due to the minimal on-street parking available), new development is for the most part providing adequate off-street parking. Therefore, as redevelopment occurs, the emphasis of City parking standards may have to shift from the provision of off-street parking, to better utilization of existing off-street parking spaces (i.e., maintaining required parking spaces available for vehicle use).

6/20/86

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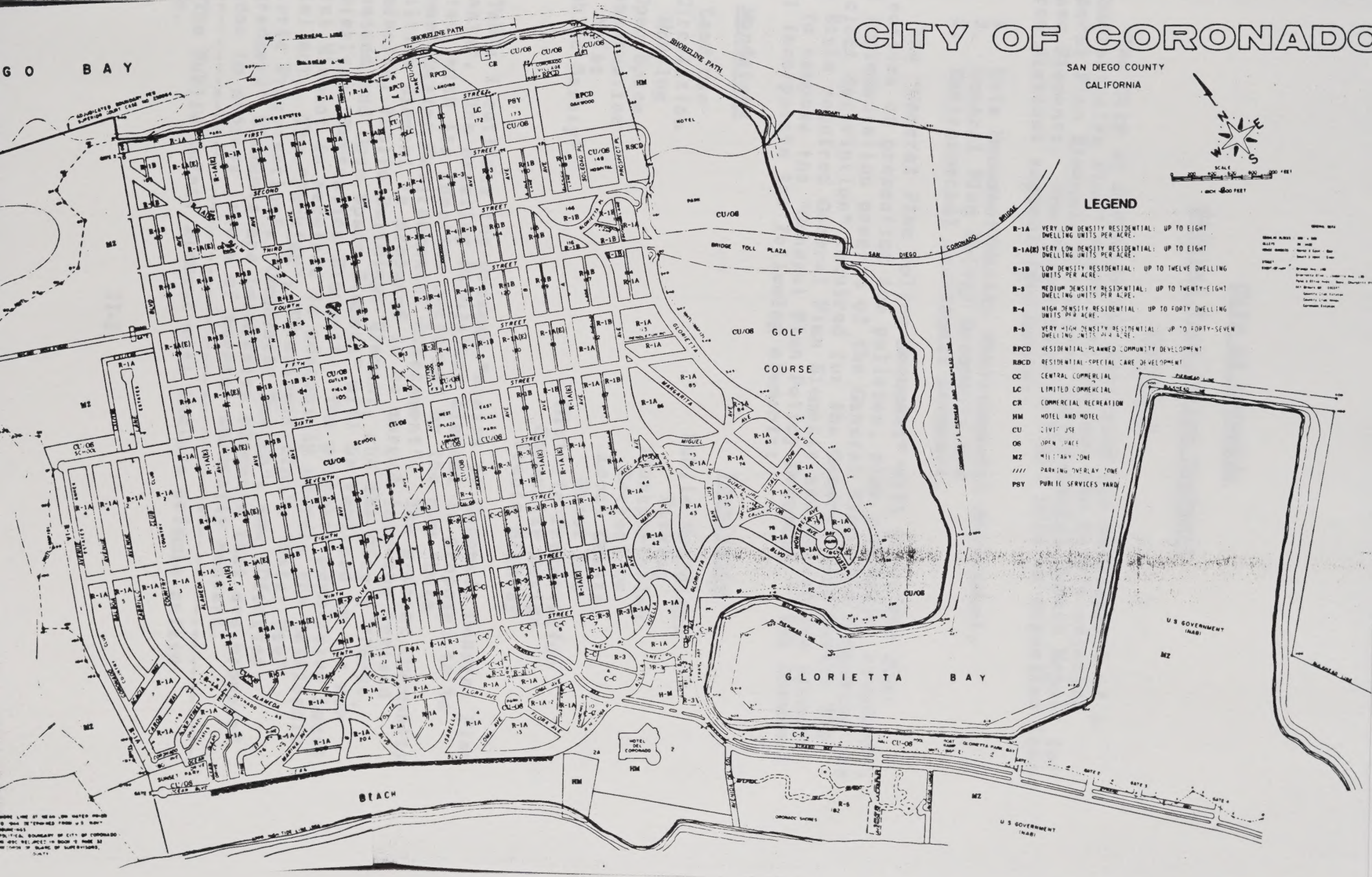
CITY OF CORONADO

SAN DIEGO COUNTY
CALIFORNIA



City of Coronado

General Plan Policy Document

Foreword

The City of Coronado has initiated the development of a "Comprehensive Plan" which will replace the City's existing General Plan Elements and Master Environmental Impact Report for these Elements. The "Comprehensive Plan" will be organized into three distinct segments/documents:

1. Data Document/Master Environmental Assessment;
2. General Plan Policy Document; and
3. Environmental Assessment Document.

The "General Plan Policy Document" will serve the dual objectives of presenting the policies, plan proposals, standards, and implementation program of the General Plan, and composing the "project description" required for the General Plan Master EIR. The State required General Plan Elements and permissive Elements are to compose the "General Plan Policy Document." The document will incorporate the following elements:

Mandatory	Permissive
Land Use	Public Buildings
Circulation	Parking
Housing	Transportation
Open Space	Recreation
Conservation	Local Coastal
Noise	Water Use
Public Safety*	Historic Preservation
	Community Design
	Scenic Highway

Table I outlines the present "status of Coronado General Plan Elements". The existing Population Element is proposed to be deleted, with its function performed by the new "Data Document/Master Environmental Assessment". The present Community Facilities Element is proposed to be merged into the revised (permissive) Public Buildings Element, and the City's "Parks, Recreation and Open Space Element" will be replaced by the new (permissive) "Recreation Element". The proposed permissive Local Coastal Element is required to adequately address the California Coastal Act. The "Parking", "Transportation", "Water Use", "Historic Preservation", "Community Design", and "Disaster Preparedness" Elements are permissive elements that are proposed in order to address issues of current community concern.

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*The Public Safety Element will include seismic safety issues.

Table 1
Status of Coronado General Plan Elements

Elements	Mandatory	Permissive	Date Adopted	First Revision	Second Revision	Third Revision	~~To be~~ Repealed	To be Revised/ Adopted
Land Use	X		1971[A]	1986				~~1986~~
Circulation	X		1971[A]					~~1986~~ ~~1991~~
Housing	X		1982	1983	1985[B]	1987		
Open Space	X		1973[C]					~~1988~~ ~~1990~~
Conservation	X		1973[C]					~~1988~~ ~~1990~~
Noise	X		1974					~~1989~~
Public Safety[E]	X		1974[D]					~~1988~~
Public Buildings		X	1971[A]	1985				
Community Facilities		X	1971[A]				1986	
Population		X	1971[A]				1986	
Parks, Recreation and Open Space		X	1971[A]				~~1987~~ 1991	
Scenic Highway		X	1973					
Parking		X	1987	1988				~~1986~~
Transportation		X	1987					~~1986/1987~~
Recreation		X	1991					~~1986/1989~~
Local Coastal		X	1987					~~1987~~
Water Use		X						~~1987~~
Historic Preservation		X						~~1989~~
Community Design		X	1986					~~1986~~
Disaster Preparedness		X	1991			~~1991~~	~~1989~~	~~1988~~ ~~1990~~
MASTER EIR			1978					1987 & 1989
ENVIRONMENTAL ASSESSMENT								1989

A "Coronado - 1990: The General Plan".

B A 1985 revision of the ousing Element is presently undergoing certification review by the State.

C "Environmental Resource Management Element".

D "Public Safety and Seismic Safety Element of the General Plan".

E This document will incorporate seismic safety issues.

City of Coronado

General Plan Policy Document

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City of Coronado

General Plan Policy Document

Introduction

The City of Coronado is a nearly fully developed residential-resort community of approximately 20,000 residents, which occupies most of the peninsula between San Diego Bay and the Pacific Ocean. About 4,600 of the inhabitants of the City reside on one of the three naval bases within the City. The unincorporated land of one of these bases (North Island Naval Air Station), occupies the remainder of the peninsula (bordering Coronado on the Northwest) and houses additional naval personnel both on land and on ships. The Coronado municipal boundaries encompass 10.7 square miles of land, ocean and bay. The City's 4.6 square mile land area extends South to the City of Imperial Beach.

It is the fundamental goal of the Coronado City Council and the function of this "General Plan Policy Document" to preserve and improve Coronado primarily as a beautiful, pleasant residential community in which to live, work, shop, and pursue leisure-time activities.

Each of the following Chapters of this document is a mandatory or permissive element of the Coronado General Plan. As noted in the preceding "Table of Contents", some of the Coronado General Plan elements remain in separate documents. The Foreword details the identities of these additional documents, and notes when they will be incorporated into this new "General Plan Policy Document".

Each element in this document is identified by a different letter in its page numbers, and has its own "Table of Contents", "List of Figures", and bibliography/footnote system. In all elements except the Public Buildings Element, sources quoted are referenced in the following manner:

" Quotation or Data ([23], p. 5; [34])."

<u>Read</u>: Quotation or data taken from bibliographic entry 23 page 5, and bibliographic entry 34.

CHAPTER A

CITY OF CORONADO

LAND USE ELEMENT

ADOPTED

November 11, 1986

Revised

August 6, 1996

i\cd\ed/genplan

Replaced 12/16/02

City of Coronado

Land Use Element

Foreword

Required since 1955 by the State of California, the land use element has the broadest scope of the mandated elements. By its definition in Government Code Section 65302(a), it covers most of the concerns in the other elements and plays a central role in synthesizing all land use issues, constraints, and opportunities.

> GOVERNMENT CODE SECTION 65302(A): A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas.

The "Public Utilities" portion of this element was developed in 1985 for the City by Sunland Planning Systems. The City of Coronado wishes to acknowledge the assistance provided by the San Diego Association of Governments (SANDAG) in preparing the maps for the remaining portions of this element.

City of Coronado

Land Use Element

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City of Coronado

Land Use Element

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Land Use Goals

The Coronado City Council declares that the following land use goals reflect and govern the policies and actions of the City of Coronado:

1. That adjoining land uses should be compatible and sensitive to one another;

2. That sufficient alternative land use opportunities should be allowed within the City to permit Coronado to be a viable, healthy, and nearly self-contained community;

3. That the residential character and village ambiance of the City should be maintained and enhanced;

4. That the intensity of land use, as evidenced by permitted land uses or residential density, should be established in a manner to encourage a vibrant diverse community by allowing a variety of life styles and housing opportunities;

5. That preservation of historic structures and neighborhoods should be encouraged;

6. That protection or enhancement of environmentally sensitive land areas should be encouraged when the sum total of the tangible and intangible public benefits* of such preservation or enhancement is greater than the public benefits of development;

7. That private property rights, as established by law, should be respected and preserved;

8. That the sum total of the tangible and intangible public benefits* derived from public land should be maximized; and

9. That the "built-out" nature of Coronado should be acknowledged by maintaining identical land uses for the City in the Coronado Municipal Code, General Plan and Local Coastal Program.

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*For example, tangible public benefits would include increased City government revenues, new public facilities, et cetera, while intangible public benefits would include view corridors, more visually pleasing environment, et cetera.

Land Use and Zones Concepts

The land use goals could be attained through various methods such as the City's Capital Improvement Program, public education, public incentives or disincentives, et cetera. The designation of geographical areas for specific land uses is a regulating methods which this Land Use Element most directly addresses.

Both the Coronado General Plan Land Use Maps (Figures 1, 2 and 3 on pages II-A6, II-A7 and II-A8) and the Zoning Map geographically designate land uses. The City Council has determined that since the City is nearly completely developed, each area of the City should have the same land use depicted for it on the General Plan and Zoning Maps.

Each land use (zone) designation establishes the type of land uses permitted and the development standards to which these land uses must conform. The intensity of land use is controlled and varied between and within zones through the various design standards and permitted development densities of the zones. Numerous aspects of development can be regulated and vary by zone (e.g., height, setbacks, structural coverage, floor area ratio, required amount of landscaping or parking, et cetera). The following two sections outline the distinctions between the land use objectives of each zone.

Categories of Residential Land Use

The residential land use categories are expressed in terms of density maximums - that is, up to 8 dwellings per net acre, up to 12 dwellings per acre, etc. Implied in this approach is a City policy prerogative which simply says that all residential development in any specific category may be built as desired by the residents, as long as the density does not exceed a certain upper limit.

- Very Low Density Residential: Up to 8 dwelling units per acre (i.e., R-1A Zone) -

This category is intended to preserve the character of existing neighborhoods by assuring that reconstruction and replacement activities are totally compatible with the current very low-density residential patterns of the neighborhoods.

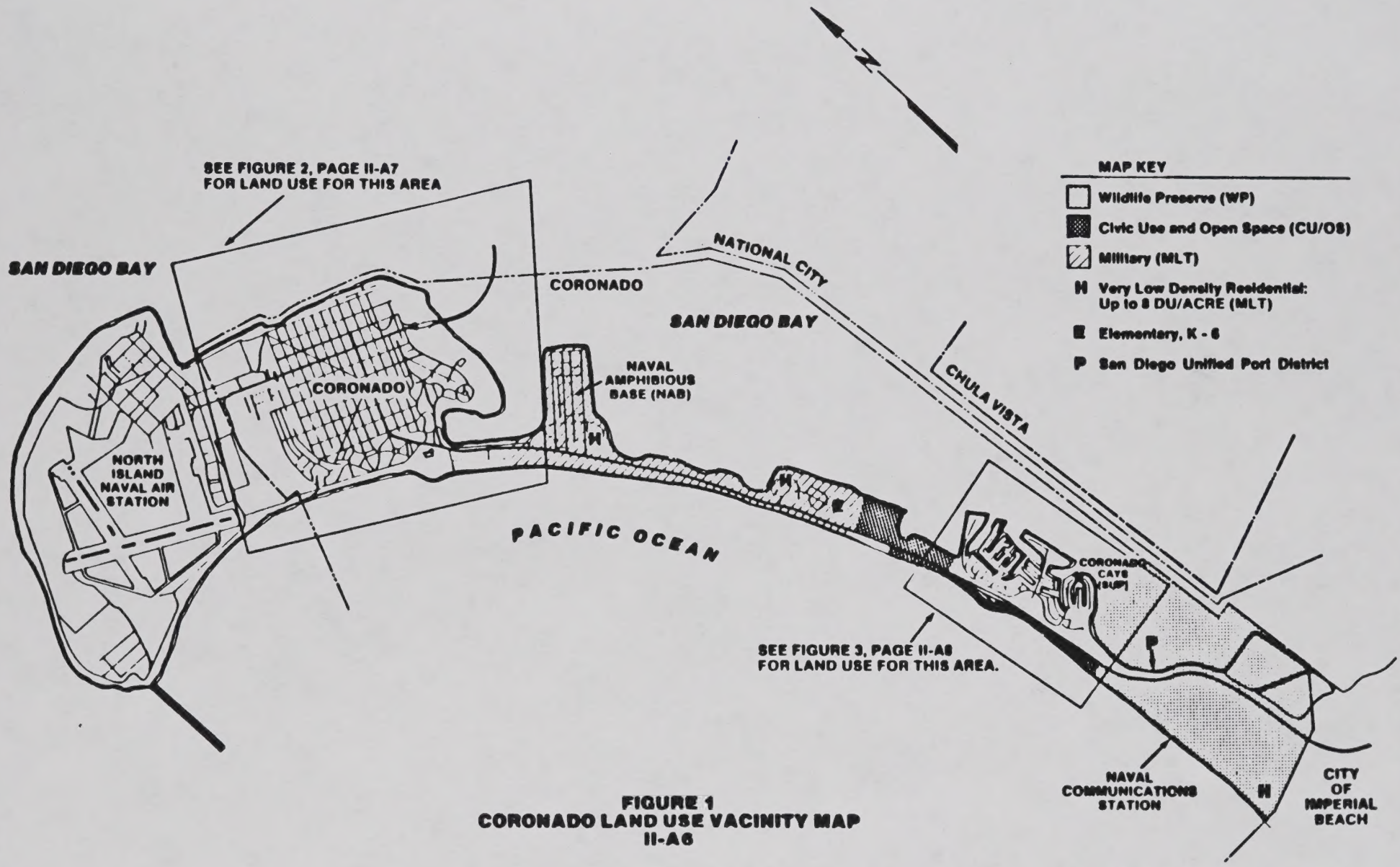

FIGURE 1
CORONADO LAND USE VACINITY MAP
II-A6

PAGES II-A7 AND II-A8 ARE MAPS

While this designation typically denotes neighborhoods composed of detached single-family dwellings, occupying separate lots, in certain areas of this land use designation, duplex construction or construction of a second detached single-family dwelling is permissable on lots that are at least twice the size of the minimum lot size for this land use designation.

- Low Density Residential: Up to 12 Dwelling Units Per Acre (i.e.,R-1B Zone) -

This category is intended to preserve the character of existing neighborhoods by assuring that reconstruction and replacement activities are totally compatible with the current low-density residential patterns of the neighborhoods. While this designation typically denotes neighborhoods composed of detached single-family dwellings, occupying separate lots, duplex construction or constuction of a second detached single-family dwelling is permissible on lots that are at least twice the size of the minimum lot size for this land use designation.

- Medium Density Residential: Up to 28 Dwelling Units Per Acre (i.e., R-3 Zone) -

This category is intended to provide medium density residential opportunities typified by apartment or condominium development, interspersed with lower density duplex and single-family dwellings.

- High Density Residential: Up to 40 Dwelling Units Per Acre (i.e., R-4 Zone) -

This category is intended to provide high density residential opportunities typified by apartment or condominium development. Due to the location of this land use area on Orange Avenue (a broad, major artery), hotels, motels or professional office use may be permitted, on a case by cases basis, per the Special Use Permit process.

- Very High Density Residential: Up to 47 Dwelling Units Per Acre (i.e., R-5 Zone) -

This category denotes the Coronado Shores Condominium development consisting of ten sixteen-story condominium buildings and accessory residential and club facilities.

- Residential-Planned Community Development (i.e., R-PCD Zone) -

This residential category would normally require deviation from the usual applications of zoning regulations and standards regarding lot size, yard requirement, structural coverage, building bulk, et cetera, and permit accessory community services to include recreational, commercial and maintenance facilities. Development in this residential category requires a Precise Development Plan (PDP) that would specify the type and number of dwelling units, provisions for utility services, open space, population estimates, et cetera.

- Residential-Special Case Development (i.e., R-SCD Zone) -

This category permits limited residential special care facilities located in close proximity to hospital services. Such facilities are intended to provide the ambulatory elderly a care and housing opportunity within the community that addresses their unique needs and facilitates their continued participation in community activities. This category also permits supportive special services or facilities, solely for resident use or care that conform to the permitted use of the zone and convalescent hospitals generally for the non-ambulatory elderly.

- Planned Community Development (i.e., Planned Community Development [Overlay] Zone)-

The purpose of this zone is similar to the "Residential-Planned Community Development Zone", and also requires development of a "Precise Development Plan". Under controlled conditions, this zone can be located anywhere in Coronado with a Special Use Permit. However, the height, density and landscaping development standards of the underlying zone must apply to PCD development.

Categories of Non-Residential Land Use

The following land use categories are either primary designations or overlay designations and accordingly are reflected on the Coronado Zoning Map as either Zones or Overlay Zones. There are only four commercial land use designations for the City: Central-Commercial, Limited Commercial, Commercial Recreation, and Hotel-Motel.

- Central Commercial (i.e., C-C Zone) -

This land use designation is limited primarily to areas on or near Orange Avenue in one node of activity between the Hotel del Coronado and Eighth Street.

Uses anticipated with the Central Commercial category are as the designation implies - customary downtown type facilities for comparison shopping, convenience and personal service facilities, and space for offices. Office spaces should include specific office structures and office use over street level commercial facilities. This category may also accommodate a limited amount of transient residential and, under controlled conditions, with a Special Use Permit, some permanent residential.

- Limited Commercial (i.e., Limited Commercial Zone) -

This land use designation is limited to two nodes of activities. The first node consists of five half blocks between First and Second Streets, "B" Avenue and the alley between Orange and "D" Avenues. The second area is located in the Coronado Cays on Grand Caribe Isle.

This land use category is primarily for convenience centers intended to provide space for markets, drug stores, personal service facilities, and offices which are customarily located within a short distance of the residential areas they serve. (Note that these types of facilities are also found in the Central Commercial area.) Tradesmen such as plumbers and contractors may also locate in this area. However, service facilities which require some outdoor storage space and trading activities, and accommodations for light repair shops of a semi-industrial nature, such as auto body shops, are only permitted under controlled conditions with a Special Use Permit. This category my also accommodate a limited amount of permanent residential uses under controlled conditions with a SUP.

- Commercial Recreation (i.e., Commercial Recreation Zone) -

Commercial recreation areas are intended to accommodate a variety of water-oriented facilities which are usually owned and operated by private enterprise. Such activities include restaurants, tourist attractions, boating facilities, specialty shops, and in some cases office facilities to accommodate operations management personnel.

The General Plan designates two areas for commercial recreation uses:

1. The Glorietta Bay frontage between the golf course/tennis court area, extending southeasterly to the present City Hall. A number of activities occur in this area currently, including the Coronado Playhouse and the Coronado Women's Club.

2. A small commercial recreation site is designated on San Diego Unified Port District land between First Street and the bay at the foot of "B" Avenue. It is believed that this is an appropriate reuse for the area, and its role as part of the water-oriented environment should prove to be an asset to the City, especially in view of its proposed relationship with nearby higher density residential development. A portion of this is occupied by a small boat y ard. If operation of this boat yard should cease, then this land should be converted to more appropriate Commercial Recreation uses.

- Hotel and Motel (i.e., Hotel-Motel Zone) -

Hotel and motel areas are intended to accommodate all types of transient residential facilities, including the following:

1. Hotel and motel rooms.

2. Convenience and specialty shopping facilities, oriented primarily to the tourist trade.

3. Entertainment and restaurant facilities.

4. Convention and special meeting and assembly facilities.

5. Recreation and spa facilities, oriented primarily to the hotel/motel operations.

Hotel/motel facilities are designated on the Plan in three areas:

1. At the southerly termination of the downtown area on Orange Avenue, dominated by the Hotel del Coronado;

2. On San Diego Unified Port District property near the San Diego-Coronado Bay Bridge ("The Park at Coronado Hotel" to be operating by 1988); and

3. On San Diego Unified Port District property in the Coronado Cays (the "Crown Isle Hotel" to be operating by 1988).

- Open Space (i.e., Open Space Zone) -

This category provides for the protection and preservation of open space areas within the City which are unique due to natural resources, visual amenities, public safety purposes, or recreational opportunities. This category is further addressed in the Open Space Element.

- Civic Use (i.e., Civic Use Zone) -

The "Civic Use" designation denotes non-Federal, public or semi-public ownership of land that is not otherwise designated "Open Space" utilized for the provision of public services (e.g., City Hall, Public Works Yard, sewer pump stations, facilities for public utilities, Coronado Hospital, et cetera).

- Military (i.e., Military Zone) -

The purpose of the "Military" classification is to identify those properties within the City under Federal control and available exclusively for military operations, housing, personnel recreation, and similar ancillary military facilities, or for environmental habitat preservation.

- Parking (i.e., Parking Overlay Zone) -

The "Parking" category overlays the "medium Density Residential" land use designation on a few locations within a half block of Orange Avenue. The sole purpose of this designation is to permit construction of parking facilities for "Central Commercial" land uses.

- Tidelands Overlay (i.e., Tideland Overlay Zone).

The purpose of the Tidelands Overlay designation is to specify additional development criteria for certain unique properties which are administrated by the City of Coronado, the Coronado Unified School District or the San Diego Unified Port District.

- Wildlife Preserve (i.e., Wildlife Preserve [Overlay] Zone) -

This category covering the City South of the Coronado Cays is intended to help protect valuable and unique environmental resources by specifying additional advisory development criteria for certain unique properties within the City of Coronado but under the land use jurisdiction of other governmental agencies. This category is further described in the Local Coastal, Conservation and Water Use Elements.

- Scenic Highway (i.e., Scenic Highway Modifying Zone) -

This overlay category is explained and depicted in the Scenic Highway Element.

Coronado Cays

The Coronado Cays is a planned residential community under development on the Silver Strand in the Southerly portion of Coronado. The Coronado Cays is surrounded by bay and State beach. The development is governed by a "Special Use Permit" issued by the City in 1968 which details land uses and regulations. This SUP permits multiple family, townhouse and detached single family residential construction not to exceed an average density for the total project of 10.89 dwelling units per acre. The SUP also permits in certain sites "Limited Commercial" or "Hotel-Motel" type uses. Figure 3 on Page II-A8 depicts the development plan for the Coronado Cays.

Non-Conforming Land Uses

Land uses that are non-conforming to the underlying land use designation are not inappropriate per se. Under controlled conditions, with a Special Use Permit, a "Planned Community Development" incorporating a mix of residential and non-residential uses, may be approved for any portion of the City's "village" area. The appropriateness of an existing or proposed non-conforming use should be tested by how well the use enables the City to attain the best mix of the Land Use Goals detailed on page II-A4.

Those commercial uses located currently in non-commercial areas should not be subjected to pressure for removal. Rather, they should be encouraged to exhibit a high level of maintenance and a restraint in activity commensurate with the necessity to be a good neighbor with surrounding development. Such currently existing uses should be allowed to remain in their existing locations.

However, this approach should not be construed as an encouragement for new commercial construction in areas designated for residential use. The primary purpose in specifying the acceptability of continuing existing non-residential uses is because there is only a limited number of such instances, and because of their relative isolation it is believed they will not create a detrimental impact on the community.

PAGE II-15 IS DELETED

Special Use Permits and Variances Exceptions

To some degree, Variances and Special Use Permits allow exceptions to the land uses and development standards expressed for specific locations in the General Plan Policy Document, Zoning Ordinance and Zoning Map. The sole purpose of any variance is to prevent discrimination, and no variance can be granted which would have the effect of granting a special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated. Since California state law prohibits granting a "use variance", variances only can be granted for development standards such as setbacks, height, structural coverage, et cetera. Variances can only be granted when, because of special circumstances applicable to the property including size, shape, topography, location or surroundings, the strict application of the City's regulations deprives a property of privileges enjoyed by other property in the vicinity and under the identical land use classification. Variances may be granted upon such conditions and limitations as the Planning Commission or City Council deem necessary to achieve the City's land use goals.

The "Special Use Permit" process may be used to authorize creation and maintenance of specific uses of buildings, structures or land subject to specific conditions imposed because of: 1) Unusual or special characteristics of such use; or 2) The need to give special consideration to the proper location of such uses in relation to adjacent uses, the development of the community and the various elements of the General Plan. Uses requiring a Special Use Permit possess special characteristics as to make impractical their being included automatically in any class of land use.

PAGES II-A17, II-A18, II-A18a & II-A18b DELETED

Sphere of Influence and State and Federal Lands (See Figure 1)

Coronado City limits encompass the following State and Federal lands:

Federal Lands	California State Lands
North Island Naval Air Station (portion)	Silver Strand State Beach
U.S. Naval Amphibious Base	City Beach along Ocean Blvd.
U.S. Naval Communication Station	San Diego Unified Port District Lands
U.S. Post Office	State Beach leased to Naval Amphib. Base
U.S. Naval Land leased to State for State Beach	
U.S. Naval Beaches Licensed to City of Coronado	

While these State and Federal lands are not under the land use jurisdiction of the City, the City has placed advisory land use designations on some of these areas. The City of Coronado sphere of influence is the Coronado peninsula and the bay and ocean waters off the peninsula within the municipal boundaries of the City. All land within the Coronado Sphere of Influence under jurisdiction of the Federal government and utilized for military purposes is designated "Military" for military and/or environmental habitat preservation purposes.

Flood Prone Areas*

There are five natural phenomenon that can cause a flood in Coronado: A tsunami, a seiche, high tides, ponding from heavy rainfall, and a rising (already high) ground water table. The Coronado General Plan "Public Safety and Seismic Safety" Element addresses the tsunami (tidal wave) and seiche (bay water surge) issues, and these topics will not be addressed again in this Element. Figure 6 addresses the high tides, ponding and high ground water table concerns.

High tides associated with storms or high wind primarily endanger the seaward portions of the Hotel del Coronado, the Coronado Shores, and the City's beach areas. Detailed analysis of this issue will be incorporated in the revised General Plan "Public Safety Element", along with analysis of the tsunami/seiche issues. Figure 6 does note that an area of State Scenic Highway 75 South of the Coronado Cays development tends to flood due to high tides when a combination of 7-foot plus tides and winds exceeding 30 knots exist. An increase in the highway's elevation at this point would mitigate this problem. (See location 7 on Figure 6).

An additional tide problem area noted on Figure 6 (as number 4) is located at the intersection of Tenth Street and Alameda Boulevard. Here tides in excess of seven feet associated with onshore winds exceeding 30 knots cause the City's outfall main to back up, which in turn causes ponding. Moreover, rains occurring at this time increases the flooding. The City presently bypasses runoff here into the sanitary sewer when necessary. This problem, partly due to an antiquated system, will require an engineering project to correct.

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*Most of the data in this section was developed and provided by Mr. Andy Anderson, Services Supervisor of the Coronado Public Service Department, on February 19, 1986, or Coronado Engineering Services Department Director Linwood Newton on March 3, 1986. Note also the "storm sewer" discussion on pages II-A34 through II-A37.

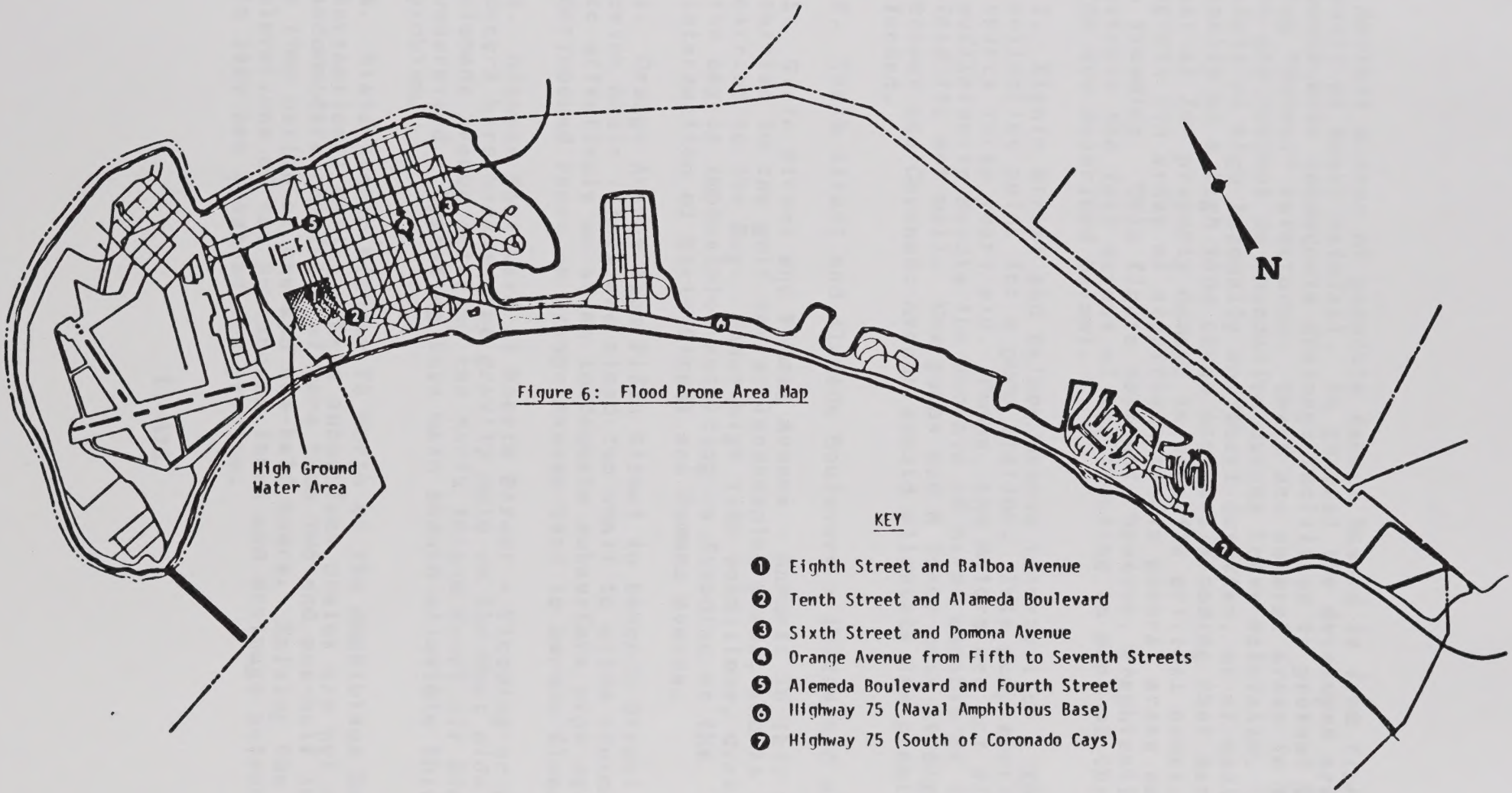

Figure 6: Flood Prone Area Map

Another source of possible damage hazard is from flooding as a result of heavy rainfall. In general the developed areas of Coronado have inadequate drainage facilities to prevent flooding during "normal" rainstorms. There are several areas in the City which are subject to inundation during heavy rainfalls. A rainfall of high intensity and short duration, or of medium intensity at a high tide stage produces flooding that has the potential for property damage in specific critical areas. Figure 6 depicts (in order of significance) six general areas subject to such flooding. This figure does not, however, graphically illustrate the full extent of the flooding in each of these areas (which are described below).

1. Eighth Street and Balboa Avenue intersection - This is a collection point for a pump station. This pump station is thirty three years old. Pumps, and motors are not sized to sufficiently handle the amounts of water capable of flowing into its wet well. New pumps and a force main at Eighth Street and Coronado Avenue should alleviate the problem when funded.

2. Tenth Street and Alameda Boulevard - (Discussed above).

3. Sixth Street and Pomona Avenue - Runnoff in this area is carried to the golf course landscaping ponds, and is in turn carried to the Bay. Under high tide conditions, drainage to the bay is impossible, resulting in flooding at the intersection of Sixth Street and Pomona Avenue.

4. Orange Avenue from Fifth Street to Seventh Street - Since catch basin inlets are sized too small to allow storm runoff to effectively enter an inadequate subsurface pipe system, Northbound lanes on Orange Avenue tend to become flooded.

5. Alameda Boulevard at Fourth Street - Flooding or ponding occurs here because the gravity main on the West side of Alameda Avenue entering the North Island Naval Air Station is undersized. Upgrading this main should alleviate this problem.

6. State Scenic Highway 75 North of the Amphibious Base Recreational Marina - Here subsurface drains are not sized to accommodate rainfalls of more than two and one-half inches in a time period of one and one-half hours. Raising the surface elevations of the Southbound lanes and drainage culvert work in 1984 has lessened the problem.

Coronado also has problems with a high water table.* The average water table for the City is eight feet with some areas only having a two foot water table. During peak rainstorms the two-foot areas are subject to ground saturation and flooding. The outlined area on Figure 6 denotes the primary area of high ground water flooding in Coronado which is caused by the low elevation of the land. The "Data Document/Master Environmental Assessment" has a more detailed discussion of this issue. Presently there exists subsurface drains on the naval base to collect ground water. Collected water is pumped into a City drain line (depicted as dashed line on Figure 6). This system only contains the problem, not correct it. The City has design plans for a ground water interceptor with an extended pumping system and a new force main that would further reduce the problem.

Public Utilities

The following "Public Utilities Report" was prepared for the City of Coronado in late 1985 by Sunland Planning System (of Lemon Grove, California) as a portion of a Community Development Plan for the City. All graphics in the "Public Utilities Report" were done by Sunland Planning Systems. The page numbers and figure numbers have had to be renumbered in order to incorporate the report into this document.

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* The term "Water Table" means:

> "The upper limit of the zone in which the soil is fully saturated. The surface of the water table generally rises and falls with the contours of the land above it. In theory, the water table of an area is approximately the same as the water level of area wells.
>
> Water table levels vary with the seasons, recede during periods of drought and may also be depleted by pumping wells. Water stores are replenished through seepage from surface bodies of water and infiltration of rain or melted snow into the ground."
>
> Source: Schmaltz, Marilyn S. and Vivian L. Kane, Encyclopedia of Community Planning and Environmental Management. Facts on File Publications. New York, New York. 1984.

Public Facilities/Water and Sewer

I. Water

Generally, when discussing municipal water systems, it is important to understand the basic components comprising such a system. Primary among these are:

1) water sources and supply;
2) quantity (as a function of demand in relation to price); and
3) collection and distribution systems.

Water treatment is not discussed since it is external to Coronado's infrastructure.

Water Sources and Supply

The primary sources of water are rivers, lakes, springs, and subsurface supplies.

Because streams and other sources of water seldom bear any relationship to municipal boundaries, water resource planning is a function best carried out at the metropolitan or regional level.

The City of Coronado's water is from an external supplier--California American Water Company. The water originates from the Colorado River, is acquired and treated by the City of San Diego who then supplies it to Cal American for distribution.

Quantity

Demand for water is related directly to population and price, and is typically expressed as gallons per capita per day (gpcd). Per capita consumption (holding price constant) varies from the small predominantly residential suburb with a consumption of no more than 40 gpcd, to the large city with extensive industry that consumes up to about 150 gpcd. Demand averages also include commercial and industrial uses, and fire fighting and street cleaning requirements; the latter uses are likely to create the major demand and must be studied closely. Probable peak hour demands must also be examined. This amount is generally controlled by the peak domestic demand plus "fire flow"--the water used in fighting a major fire. Peak hourly rates may vary substantially and storage and distribution systems must be designed to handle such peak demands. California American Water Company officials did not have specific usage figures available for Coronado (gpcd, peak hours, etc.) at the time of this writing.

Collection and Distribution Systems

There are three types of collection and distribution systems: the gravity system, in which the source is at an elevation above the community sufficiently high that adequate pressure is directly available; the distributing reservoir system, whereby water is pumped to a reservoir whose elevation enables the water to flow by gravity through the main; and the direct pressure system, wherein water is pumped directly into the main.

The distribution system, which carries the water from the reservoirs or pumping stations to users, consists of a network of underground pipes following, in general, the street network. Since water is under pressure, water lines can be laid up hill and down, following topography as desired. The minimum size of pipes is usually set by fire protection requirements. This can and does change as a result of changes in residential density, commercialization, etc.

A good distribution system should provide an adequate quantity at adequate pressure. A well designed water system will keep to a minimum the number of dead-end pipe lines in order to assure proper circulation of water. Valves will be provided at strategic locations so that service will be interrupted in only a small area in the event of a breakdown.

Water mains that serve as trunk lines will vary in size depending upon the service area and the water demands of users (e.g., an area served by a high water-using industry versus a typical residential area); most residential areas are served by 6- or 8-inch mains.

Coronado Water Service System

Coronado's water service system is a direct pressure system which is supplied by two trunk lines. The first is a 16-inch line running up the Strand from Imperial Beach. The second is a 24-inch line running across the bottom of the Coronado, San Diego Bay from San Diego. Additionally, a second 24-inch line under the bay from San Diego supplies North Island with water,

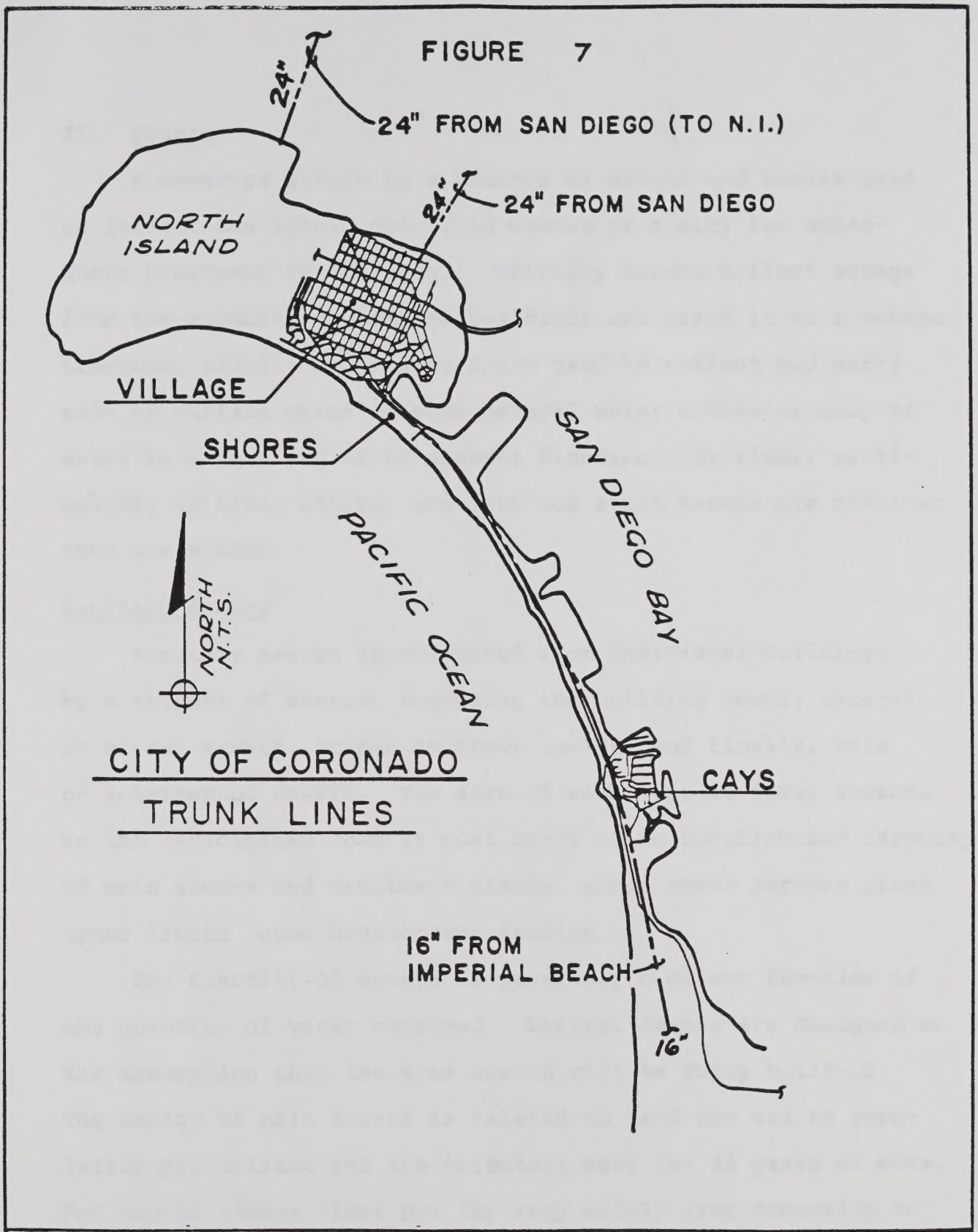
which, in turn feeds two 16-inch mains serving the Navy. One of the 16-inch mains supplies the Naval Air Station at North Island while the other supplies the Navy Amphibious Base.

The two 24-inch trunk lines are inter-connected in order to supply one another in case of an emergency or other event (maintenance, repairs, etc.) which would cause one of the trunk lines to be out of service. (see figure 7).

Most of Coronado's mains are 6-inch diameter although a significant amount of old 4-inch lines still exist in various parts of the city,which are currently being phased out. Priorities for replacement of the old lines are established through a coordinated effort by the City of Coronado and California American Water Company. It is understood however, that changing demographic conditions have a direct bearing on infrastructure components such as water or sewer systems. Factors such as zoning, density, degree of commercialization, etc. all influence a water system's effectiveness and rate of component (old lines, hydrants, etc.) replacement to the end that a specific portion of a currently adequate system could become marginal if not upgraded in concert with ongoing growth. An example could be where a residential profile experiences a change over an extended period of time--increasing in density and evolving from low to medium or high density. Fire flows which were at one time adequate to deal with the original demand are no longer sufficient. This is exactly the case in Coronado since coincidentally, the existing 4-inch mains are predominately located in R-3 zoned portions of the City. As development of these areas progresses, not only do the

inadequacies of the mains become apparent, but also the number of fire hydrants needs to be increased. Often, the question of who should bear the cost for provision of the additional mains and hydrants beomes a controversial issue: should the developer, the water company or the City be required to pay? This will continue to be a potential problem until the City's water infrastructure becomes completely upgraded.

Otherwise, the City of Coronado's water system is in excellent condition with no major deficiencies. Additionally, the overall flow rates and pressure are sufficient to accommodate the future growth projections for the community.



SUNLAND PLANNING SYSTEMS

and the per capita water consumption.

Sewage is collected by a gravity flow system, in contrast to pressurized water distribution systems. Sewers must be so laid out as to flow continually down hill so that the lines will flow to the end of the system. In flat cities pumping may be necessary at some points, or when the crest of a drainage basin is crossed. Sewers must ultimately discharge at a plant, or plants, whose purpose is to render the sewage innocuous. Infiltration of sewage waste water can be a serious problem in communities which have the combination of old or disrepaired sewer and/or water lines near or adjacent to one another. (Infiltration is the process whereby liquid waste water escapes from its carrying medium and infiltrates into the ground surrounding the sewer line. Often, water lines are located nearby, and the waste water can infiltrate into the water line through loose joints, cracks, etc., thereby contaminating the water supply.). There is no indication that such infiltration is occurring in Coronado.

Sewage problems vary with the size of the city, but increase in complexity much faster than the size of the city. Questions and issues that must be resolved might include:

1. What is the present type of system and should it be continued or changed?
2. In presently developed areas of the city will population increases in number or density require additional sewer capacity?

3. How does local topography affect sanitary sewer construction?
4. How thoroughly is the present sewage treated?
5. Are there any special industrial waste problems?
6. How do sewers relate to the other utilities in the public streets?
7. Is infiltration a problem?-- Infiltration in this case would be where, due to a high water table, groundwater can infiltrate into the sewer lines hence increase their total flowage and volume to be treated.

The City of Coronado's sanitary sewer system is a combination gravity and force-main (pumped) system. A series of sewage pump stations are strategically located in order to enable the sewage to flow to the outlet. The City's sewage is collected at the main outfall at the foot of B Avenue then is pumped across the San Diego Bay to the City of San Diego where it is treated and, ultimately released. (see Figure 8).

As with the water system, Coronado's sanitary sewer system is in good overall condition, and of adequate capacity to serve the projected population and development growth anticipated over the next several years. Only a few areas of the system need minor repairs. Otherwise the entire system should serve for at least the next 40 years based upon current information. The areas in need of repair have already been identified by the City and are programmed for completion. Therefore, no improvements are recommended for the City of Coronado sewer system beyond those presently programmed by the City.

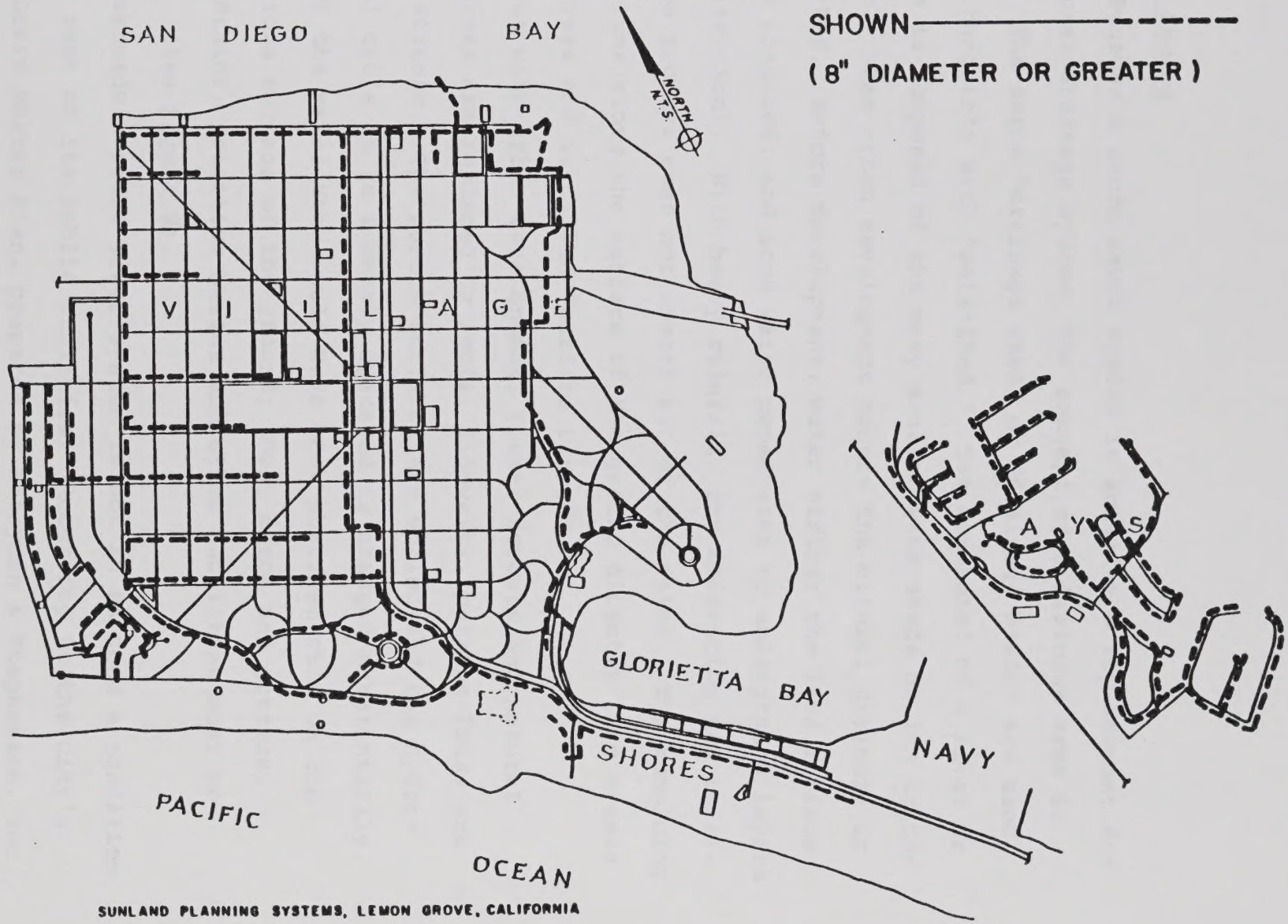
FIGURE 8

CORONADO

SANITARY SEWER SYSTEM

SHOWN ———————— - - - - -

(8" DIAMETER OR GREATER)



SUNLAND PLANNING SYSTEMS, LEMON GROVE, CALIFORNIA

Storm Sewers

Because a storm sewer system is actually a replacement for a natural drainage system, the concept of a drainage area is used. The terms "drainage area" or "drainage basin" are used interchangeably with "watershed." The watershed of a river or stream is composed of the many smaller watersheds of its tributaries. When urban development occurs the natural drainage is disturbed. Before development, water strikes the land surface and is absorbed, and some water penetrates to underground layers (infiltration). With heavy rainfall, the absorption and infiltration process does not absorb all of the water. The remaining water runs along the surface of the ground directly into creeks and rivers and is called "surface run-off."

But with urban development, former forests and natural open areas are replaced by roofs, sidewalks, parking lots, and paved streets. The porous surfaces are sealed and the hydrological cycle as it formerly operated is changed substantially. Much of the water that would have been absorbed runs on the impervious surface of the ground; thus, curbs and gutters, storm drains, retention basins and other facilities must be built. (See figure 9).

Coronado's storm sewer system is not in as good a condition as the rest of its public utilities. According to the City's Storm Drain Master Plan, prepared by Berryman & Stephenson, Inc., on September, 1980 it states "Portions of the existing facilities

FIGURE 9

Per Cent of Storm Water Runoff by Types of Development*

Character of area	Average Slope			
	Up to 1%	1 to 3%	3 to 5%	Over 5%
Business or commercial area (90% or more impervious)	95	96	97	97
Densely developed area (80 to 90% impervious).	85	88	91	95
Closely built residential area. .	75	77	80	84
Underdeveloped area.	68	70	72	75
Average residential	65	67	69	72

Source: Prepared by the San Antonio, Texas, Department of Public Works; International City Managers' Association, Planning and Financing Storm Sewers, Management Information Service Report No. 171

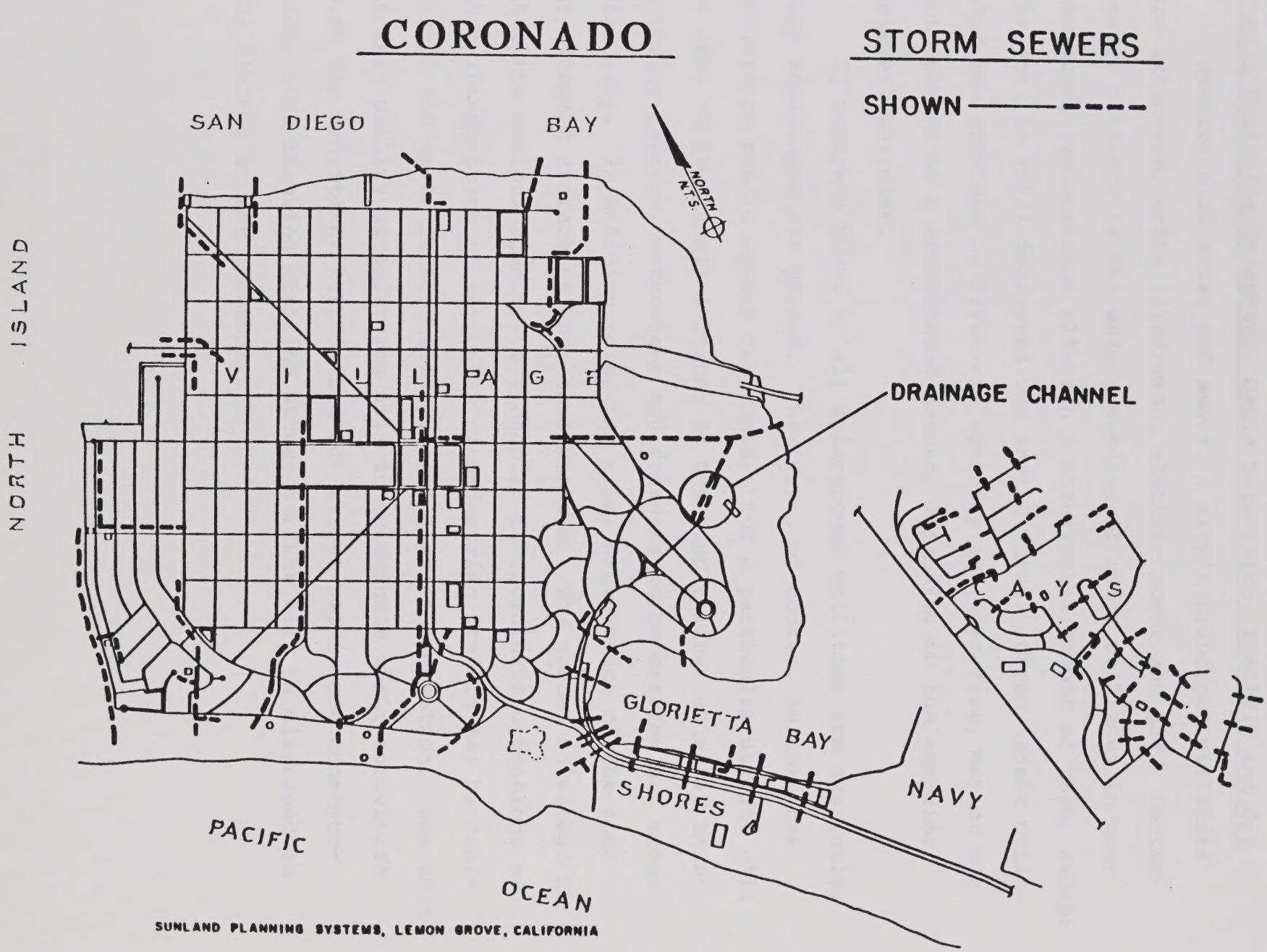
(storm sewers) are incapable of providing adequate drainage for runoff produced by rainstorms of nominal duration or intensity approaching the design storm frequency." Further, the Master Plan estimated that it would cost over nine million dollars to design and install an adequate storm drain system.

Berryman and Stephenson identified the following facilities as having major drainage deficiencies:

1. Eighth Street and Balboa Avenue Pump Station.
2. Acacia Way and Coronado Avenue Pump Station.
3. Pine Street Storm Drain
4. G Avenue Storm Drain
5. Isabella Avenue Storm Drain
6. Orange Avenue Storm Drain
7. Churchill Place Storm Drain
8. Pomona Avenue Storm Drain
9. Bay Circle Storm Drain.
10. Visalia Row Storm Drain
11. Sixth Street Storm Drain
12. A Avenue Storm Drain
13. First Street Storm Drain
14. McCain Boulevard Storm Drain

Methods needed to address the above are discussed in the report. Additionally, the report lists eight additional facilities in need of a certain degree of upgrade. The Plan has been adopted by the City of Coronado. (See figure 10.

FIGURE 10



SUNLAND PLANNING SYSTEMS, LEMON GROVE, CALIFORNIA

Public Utilities/Telephone, Cable Television, Electric and Gas

Exclusive of water and sewer, a city's principal utilities are telephone, cable television, electric power and gas. Contemporary practice is for undergrounding of these utilities in most new urban applications although a significant amount of them, except for gas, is still delivered via aerial wires. Often, these utilities are provided by different agencies and therefore, may or may not operate in a coordinated manner, depending on the agencies' internal policies.

If accurate plans of all underground utilities are available, many advantages are gained. The first, of course, is that the private or public agency responsible for a particular utility will be able to locate all sections of the supply lines at will, thus enabling repairs, extensions and renewals to be carried out expeditiously. In addition to saving time, disturbance of the road or sidewalk surface is kept to a minimum. The second advantage is that the various agencies are enabled to coordinate operations so that interruption of vehicular or pedestrian traffic may be minimized, and costs reduced through economies in excavation. The third is that utility agencies are able to coordinate their activities with the department responsible for street repair and construction, thus insuring that the street surface will be disturbed to the minimum extent necessary.

III. Telephone

Pacific Bell supplies telephone service to the City of Coronado. Currently, approximately 81% of the telephone service to Coronado is transmitted via aerial lines, which are usually located in alleys between north and south running streets. Pacific Bell's Wire Center, which is located at Eighth Street and Orange Avenue, provides automated switching thereby taking the place of the typical operator-assisted center.

Pacific Bell's policy of programming new facilities in conjunction with new development as occurs,precludes the buildup of major deficiencies within its system. Additionally, telephone undergrounding is primarily performed based upon San Diego Gas & Electric's facilities undergrounding programming, thereby eliminating duplicate trenching in the city streets.

Overall, according to Pacific Bell representatives, the telephone utility system in the City of Coronado's is in very good shape and can be expanded to accommodate projected development growth throughout the community.

IV. Cable Television

American Cable Company with offices in Coronado, provides cable television service to the City of Coronado via a combined system of underground cables and aerial lines. According to company representatives, the entire system is in good repair and of a capacity to serve the existing plus projected population of the community. According to company officials, as of

April, 1985, the system has been upgraded. New amplifiers have been installed and channel capacity has been increased.

American Cable programs its trenching in conjunction with Pacific Bell and San Diego Gas & Electric Company based upon the "Underground District" policy as defined by the utilities and City of Coronado. Therefore, economies of scale are realized and duplicate trenching is minimized.

V. Electric

San Diego Gas & Electric Company provides electric service to the City of Coronado. Presently, Coronado is served electrically from the 84 Mw Coronado Substation located at First Street and D Avenue. The circuits from the substation serve everything on the island and all the way down the Strand to the Naval Radio Station.

A proposed 50 Mw generator for North Island, coupled with existing 50 Mw of gas turbine generated capacity will result in S.D.G.& E.'s having excess capacity on the island beyond what already exists. Excess capacity exists due to the military profile on North Island.

A proposed project to upgrade the distribution system serving the Naval Amphibious Base and the Coronado Shores exists. If the proposal is approved and completed, by late 1986 as planned, it will greatly increase the reliability at the north end of the Strand.

Otherwise, San Diego Gas & Electric's electric system for the City of Coronado is adequate to support existing population as well as increases in population and commercial growth

Revised 4/8/86

throughout the community. No major deficiencies exist in the system.

VI. Gas

San Diego Gas & Electric Company provides gas service to the City of Coronado. According to S.D.G.& E. representatives, there are no major deficiencies in the gas delivery system to Coronado.

Also, it is felt that existing populations as well as future growth in population and commercialization can be adequately served with the existing system. No major changes are projected for Coronado's gas utility system.

Conclusion

The four public utilities discussed above, telephone, cable television, electric and gas, all appear to be operated in an efficient, effective manner and as such, provision of these services should remain as it currently exists.

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Attachment 2B

RESOLUTION NO. 6562

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO AMENDING THE CITY OF CORONADO GENERAL PLAN, LOCAL COASTAL PROGRAM LAND USE PLAN MAP, AND REQUESTING CALIFORNIA COASTAL COMMISSION CERTIFICATION OF THESE AMENDMENTS

WHEREAS, the City Council and Planning Commission of the City of Coronado did, pursuant to Section 66854 of the Government Code, hold public hearings on the adoption of the following amendments to the City of Coronado Local Coastal Program Land Use Plan Map;

WHEREAS, said public hearings were duly noticed as required by law and all persons desiring to be heard were heard at said hearings;

WHEREAS, the City of Coronado has adopted a Local Coastal Program Land Use Plan (which has been Certified by the California State Coastal Commission);

WHEREAS, The City Council has determined that the following amendments are consistent with the policies and goals of the General Plan, and the Local Coastal Program Land Use Plan;

WHEREAS, the City Council has determined that those areas within the Naval Air Station that are federally controlled and operated as a Military use should continue in that use for an indefinite period; and

WHEREAS, The City Council has determined that prezoning as Naval Air Station, N.I. as Military is consistent with the use of that area;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Coronado that it adoptsthe following amendments to the General Plan and Coronado Local Coastal Program Land Use Map, and requests the California Coastal Commission certification of these amendments (as depicted in Map 1):

PASSED AND ADOPTED by the City Council of the City of Coronado, California, this 16th day of September, 1986, by the following vote:

AYES: Adams, Ewen, Herron, Odiorne, Dorman

NAYS: None

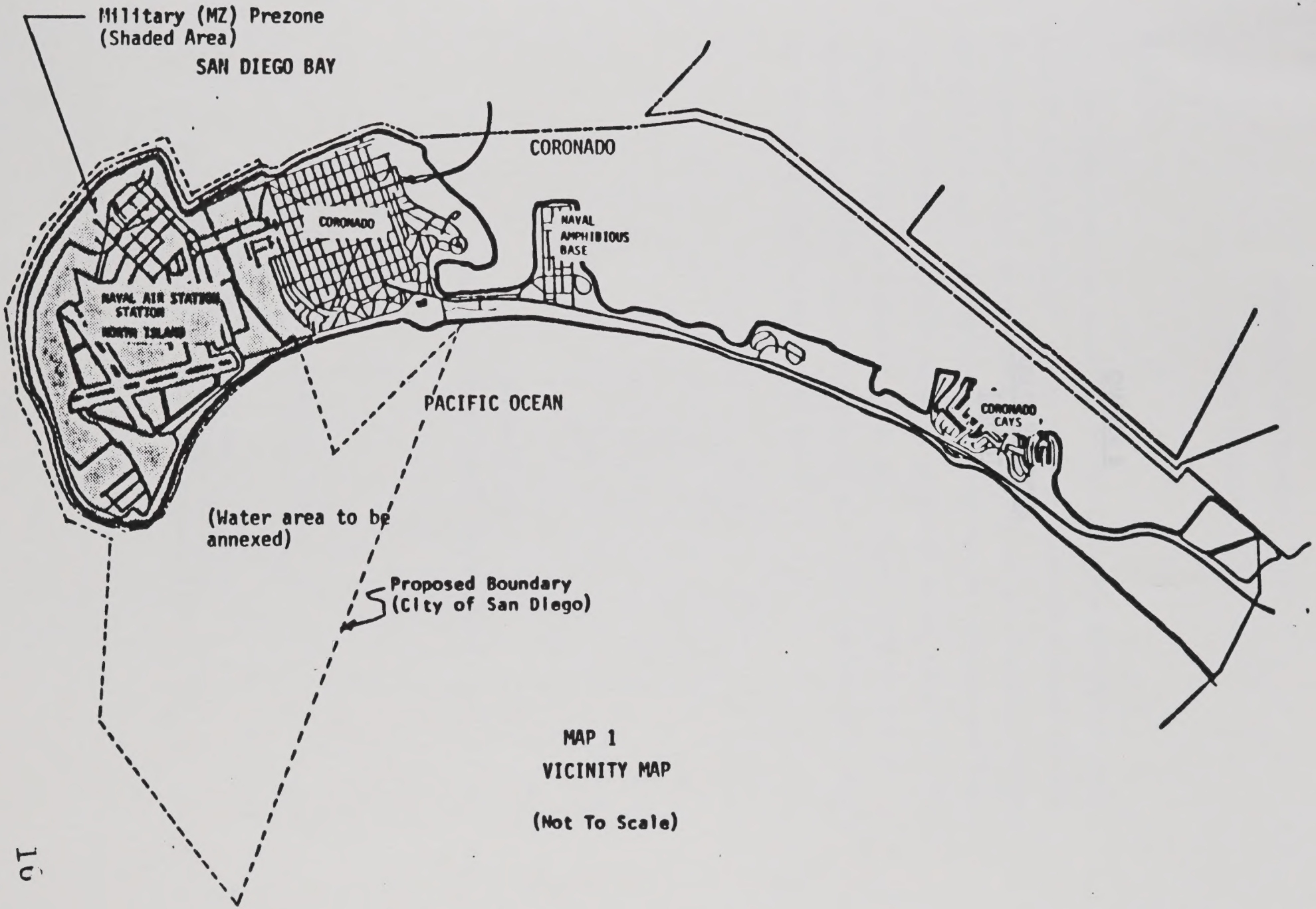
ABSENT: None

ABSTAIN: None

"R" "H" DORMAN, MAYOR OF THE
CITY OF CORONADO, CALIFORNIA

Attest:

Jen Fortune Deputy
Thomas Patricola, City Clerk



MAP 1

VICINITY MAP

(Not To Scale)

CHAPTER B

PUBLIC BUILDINGS ELEMENT

COMMUNITY DEVELOPMENT PLAN

PUBLIC BUILDINGS

Preface

This document is intended to serve as the permissive element "Public Buildings" of the City of Coronado's General Plan. The area of study is generally described as all property within the Coronado city limits, within which the facilities and buildings designated "public" will be examined in an effort to determine specific information such as: Which uses should be considered public? Which uses require public buildings? Where are existing public buildings? etc.

Prepared For
Community Development Department

January, 1986

Sunland Planning Systems
8100 Broadway, Suite E
Lemon Grove, California 92045

City of Coronado

Public Buildings Element

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City of Coronado

Public Buildings Element

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Public Buildings Element

Public Facilities

"Public Facilities", also known as municipal facilities or school district facilities to denote that they are owned by specific agencies (or the "public") include land, buildings, equipment and whole activity systems. Public facilities are controlled by the government and are operated on behalf of the public, adding immeasurably to the quality of urban life. Public facilities are a component of the broader term "community facilities" which also includes not only those facilities owned by the public but also those owned and operated by the private sector for the public benefit. Examples of "community facilities" may include hospitals, churches, private schools, etc., as well as infrastructure elements such as water and sewer systems, all of which may or may not be publicly owned, yet which benefit the public. They serve to fill a wide variety of social, charitable and community needs, and offer whole segments of the citizenry identifiable bases from which to operate.

The location of community facilities, particularly public buildings must be based on serving the people who use them, both in terms of physical access as well as the public's perception of where public buildings "ought to be." The latter is especially true in a community such as Coronado where ultimate growth is fairly well envisioned, determined, and complete, and where a strong sense of civic pride and awareness exists. Another important factor in the locational determination of public buildings is

based on the type of use of the particular structure. Normally, the two basic types of public services can be identified in regard to the need for public buildings -- "public contact" and "nonpublic contact" services. Public contact services are those that deal directly with the citizen, such as providing public education, zoning information and issuing building permits or business licenses and other face to face services. The second type, "non-public contact" does not involve personal contact between the agency and the citizen. Examples of this second type may include rubbish collection and street or vehicle maintenance, functions that are carried out without public contact yet which are traditionally based in municipal service centers.

Therefore, while both "public contact" and "non-public contact" types of public service delivery systems require public buildings, the specific needs of the buildings concerned will vary, including locational criteria. "Public contact" services demand that consideration for the citizen -- in terms of his or her interaction with the service and the building itself be given due emphasis. This may include site location, parking and lobby spaces, signage and other criteria relevant to providing the personal "eye to eye" contact required. On the other hand, building needs for "nonpublic contact" services can be quite different since the citizen rarely, if ever finds need to visit them. Locational criteria for these latter services can be focused on a different set of values usually centered more on the internal requirements of the agency than would otherwise be the case. Often "non-public contact" services require larger parcels of land on which to provide vehicle storage, fuel pumps, repair shops, etc.

based on the type of use of the particular structure. Generally, the two basic types of public activities can be identified as regard for the need for public buildings -- "public activities" and "nonpublic-oriented" activities. Public oriented activities are those that deal directly with the citizen, such as providing welfare, education, social information and housing building permits or business licenses and where face to face activities. The second type, "nonpublic-oriented" deals not directly personal contact between the agency and the citizen. Examples of such activity may include collection and storage of records or maintaining certain that are related but within public structure and which are functionally based in nonpublic oriented.

Therefore, while such "public oriented" and "nonpublic oriented" types of public activities delivery systems (right) which facilities, the specific nature of the buildings determines the "public oriented" activities demand more functional criteria. "Public oriented" activities demand more functional criteria the old-fashioned -- e.g. lower of fact do not take advantage of the advantages and are building (facts to place the requirements. This has created more functional criteria and thereby operate facility functional criteria relevant to planning the "public oriented" and "nonpublic oriented" activities. In the over-lapping activities such "nonpublic-oriented" activities can be quite different where the primary facility, it some times need to visit them. Therefore the design for these facility activities are in fact a multiplexed of course highly centered area in the functional relationship of the agency that make activities on the right. Thus "nonpublic oriented" activities demand lower locality of land and which be more value relatively storage, and people, simply more.

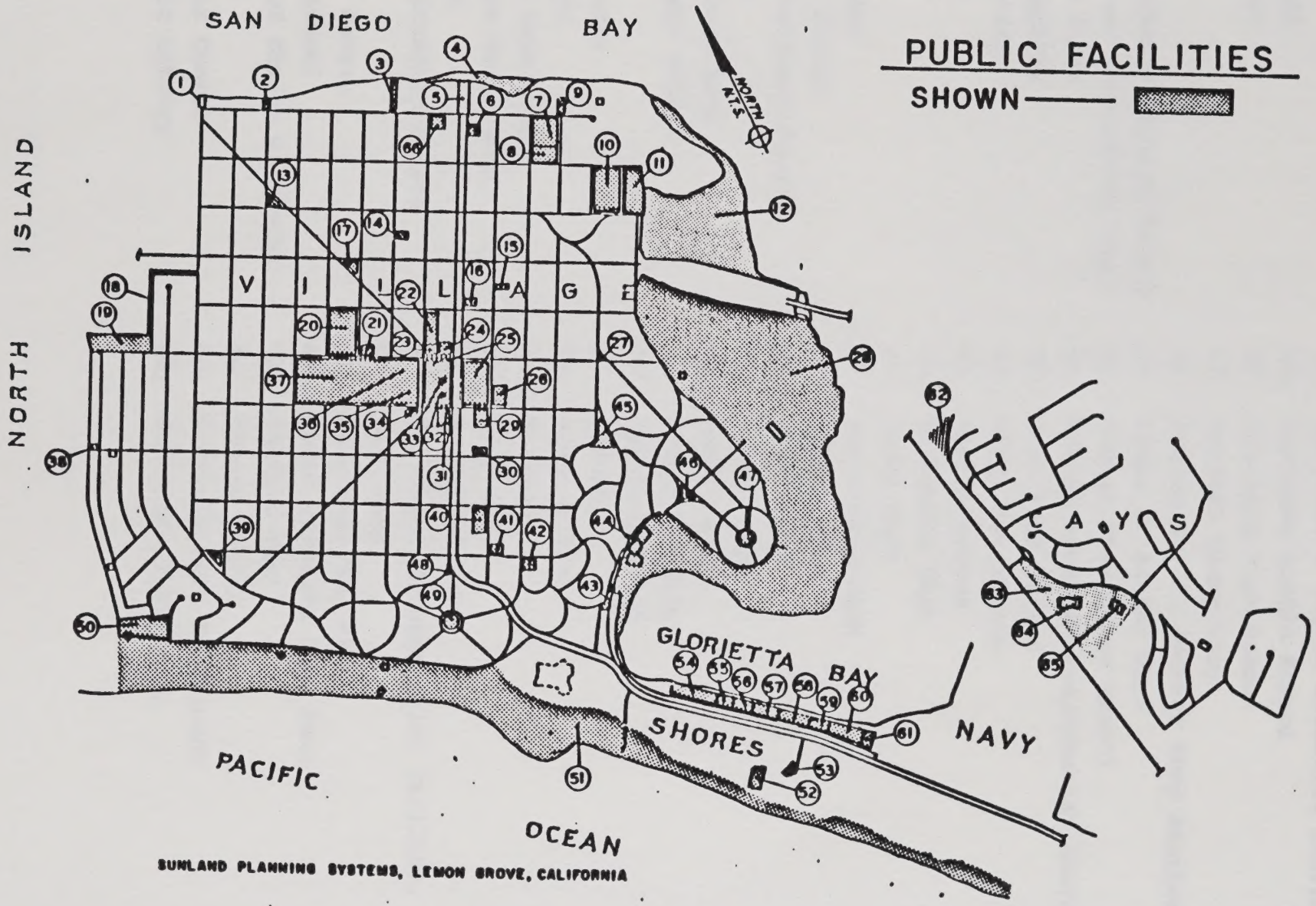
This often results in their being sited on the edges, rather than the centers, of communities. On the other hand, those features aimed directly at serving the potential visiting public, such as parking and lobby space can be minimized in "non-public contact" facilities. As would be expected, the City of Coronado contains both "public contact" and "non-public contact" services and buildings.

Community Facilities

The City of Coronado contains eight churches (exclusive of North Island) five public schools, two private church schools and one hospital and convalescent center. As far as civic or community centers, no civic center exists within the city, however the area including Babcock Court, the Senior Center, and Library, as well as Spreckels, Park, the Tennis Courts and Police and Fire Departments, comes closer than any other in Coronado in terms of being defined as a "community center" even though it has no definite focus such as a building or other structure to act as a formal base of operations. For a graphic representation of the "public facilities," refer to figures 4 & 5. Figure 6 depicts "potential sites for public facility expansion" within Coronado.

FIGURE 4

CORONADO

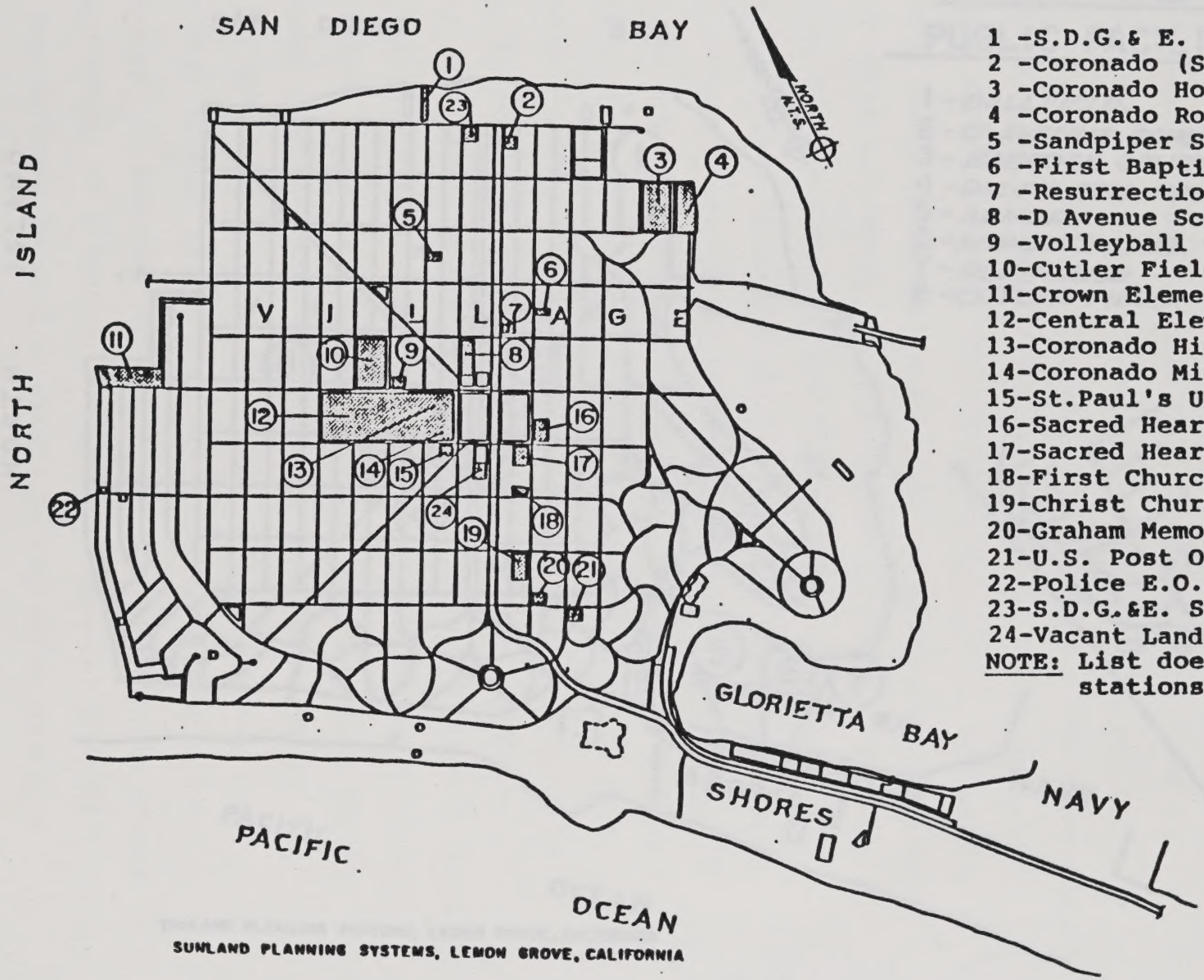


SUNLAND PLANNING SYSTEMS, LEMON GROVE, CALIFORNIA

1. Unnamed Park
"I" Avenue Park
S.D.G. & E. Park
4. Unnamed Park
5. Unnamed Park
6. Coronado (Southern) Baptist Church
7. Public Services/ Corporation Yard
8. Little League Field
9. City owned property
10. Coronado Hospital
11. Coronado Park
12. Unnamed Park
13. Palm Park
14. Sandpiper School
15. First Baptist Church
16. Resurrection Lutheran Church
17. Triangle Park
18. City-owned Vacant Land
19 Crown Elementary School
Cutler Field
21. Volleyball Courts
22. D Avenue School
23. Coronado Fire Department
24. Coronado Police Department
25. Spreckels Park
26. Sacred Heart Catholic Church
7. Cronan Park
8. Coronado Golf Course
9. Sacred Heart School
0. First Church of Christ Scientist
1. Babcock Court
2. Coronado Senior Center
3. Coronado Public Library
34. St. Paul's United Methodist Church
35. Coronado Middle School
36. Coronado High School
37. Central Elementary
38. Police E.O.C. (Parker Pump Station)
39. Louis C. Bandel Park
40. Christ Church/Day School
41. Graham Memorial Presbyterian Church
42. U.S. Post Office
43. Vista Del Barcos
44. Tennis Courts
45. Mathewson Park
46. Cajon Park
47. Bay Circle Park
48. Rotary Park
49. Star Park
50. Sunset Park
51. Public Beach
52. Public Parking
53. Public Parking
54. Armory
55. Women's Club
56. Theater
57. City Hall
58. Municipal Pool
59. Municipal Co-generation facility.
60. Boat Ramp
61. Glorietta Bay Park
62. North Coronado Cays Park
63. Unnamed Park
64. Tennis Courts
65. Coronado Fire Department
66. S.D.G.&E. Substation

FIGURE 5

CORONADO



SUNLAND PLANNING SYSTEMS, LEMON GROVE, CALIFORNIA

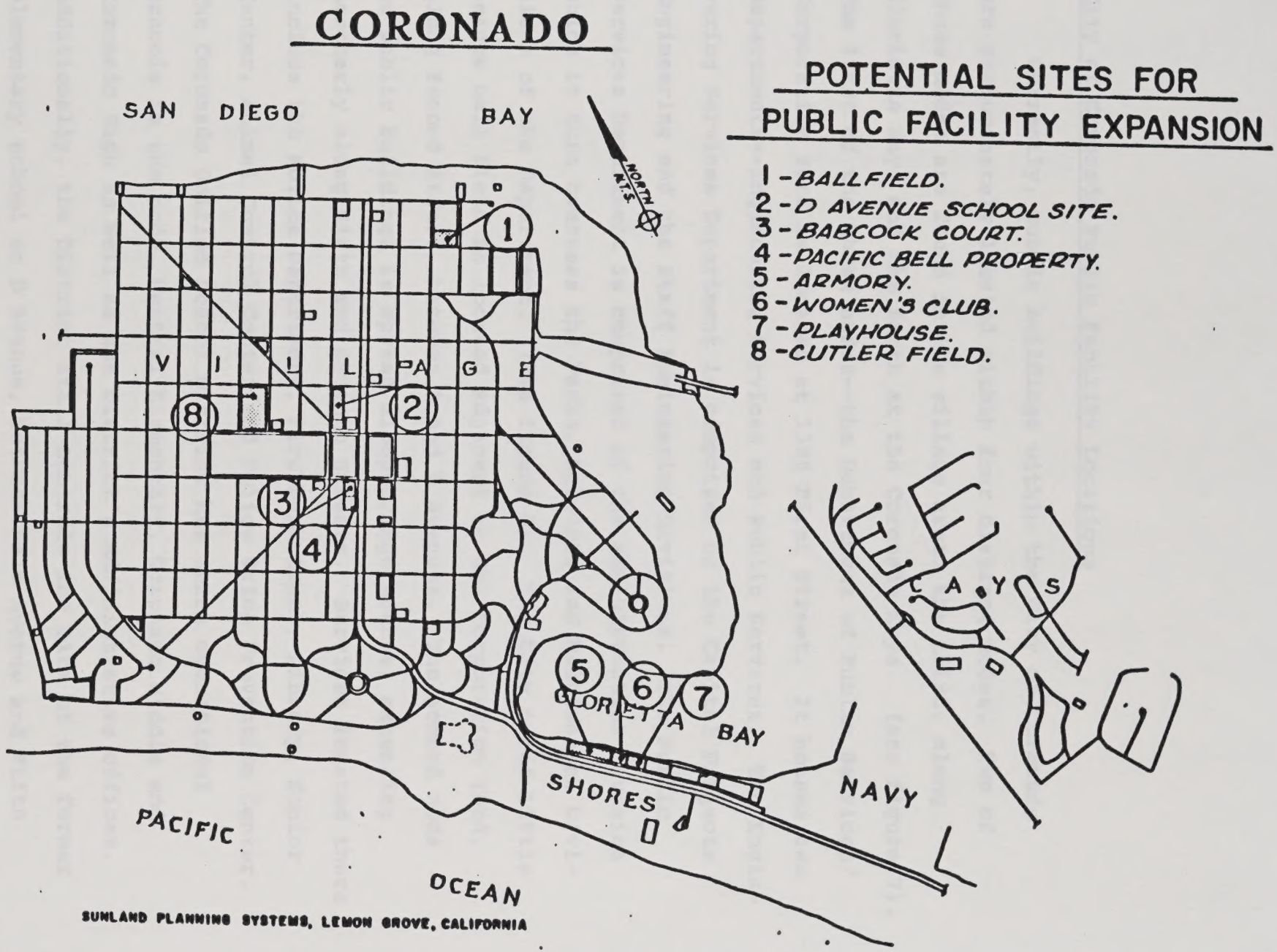
"PUBLIC" FACILITIES

(NOT OWNED BY CITY)
SHOWN ———

1 -S.D.G.& E. Park
2 -Coronado (Southern) Bap. Church
3 -Coronado Hospital
4 -Coronado Royale
5 -Sandpiper School
6 -First Baptist Church
7 -Resurrection Lutheran Church
8 -D Avenue School
9 -Volleyball Courts
10-Cutler Field
11-Crown Elementary School
12-Central Elementary School
13-Coronado High School
14-Coronado Middle School
15-St.Paul's United Methodist Church
16-Sacred Heart Catholic Church
17-Sacred Heart School
18-First Church of Christ Scientist
19-Christ Church/Day School
20-Graham Memorial Presby. Church
21-U.S. Post Office
22-Police E.O.C.(Parker Pump Station)
23-S.D.G.&E. Sub Station
24-Vacant Land

NOTE: List does not include pump stations or beach restrooms.

FIGURE 6


CORONADO
POTENTIAL SITES FOR PUBLIC FACILITY EXPANSION
1 - BALLFIELD.
2 - D AVENUE SCHOOL SITE.
3 - BABCOCK COURT.
4 - PACIFIC BELL PROPERTY.
5 - ARMORY.
6 - WOMEN'S CLUB.
7 - PLAYHOUSE.
8 - CUTLER FIELD.
SAN DIEGO BAY
NORTH N.T.S.
NORTH ISLAND
V I L L A G E
GLORIETTA BAY
SHORES
NAVY
PACIFIC OCEAN
C A Y S
SUNLAND PLANNING SYSTEMS, LEMON GROVE, CALIFORNIA

City of Coronado Public Facility Locations

Currently, public buildings within the City of Coronado are predominately located within four distinct nodes. Two of these nodes are found in the village area, the third, along Glorietta Bay, and the forth at the Coronado Cays. (see figure 7). The first of the three nodes--the Department of Public Services/ Corporation Yard is located at 1300 First Street. It houses two departments--Engineering Services and Public Services. The Engineering Services Department is comprised of the Capital Projects Engineering and the Staff Engineering Divisions. The Public Services Department is comprised of the Administration Division which in turn oversees the Parks, Services and Maintenance Divisions of the Department. (see figure 8). The City owned Little League ball field is located adjacent to the Corporation Yard, along Second Street, between A and B Avenues. The second node of public buildings is spread along Orange Avenue, extending northerly along Sixth and Seventh Streets. Services located there include the Police Department, Fire Department, Library, Senior Center, Animal Control Center and Police Crime Prevention Center. The Coronado Unified School District has three operational schools in the node, Central Elementary, Coronado Middle and Coronado High as well as the District's Administrative offices. Additionally, the District still controls the site of the former elementary school on D Avenue, between Palm Avenue and Fifth Street, the westerly portion of which, is currently leased to

FIGURE 7

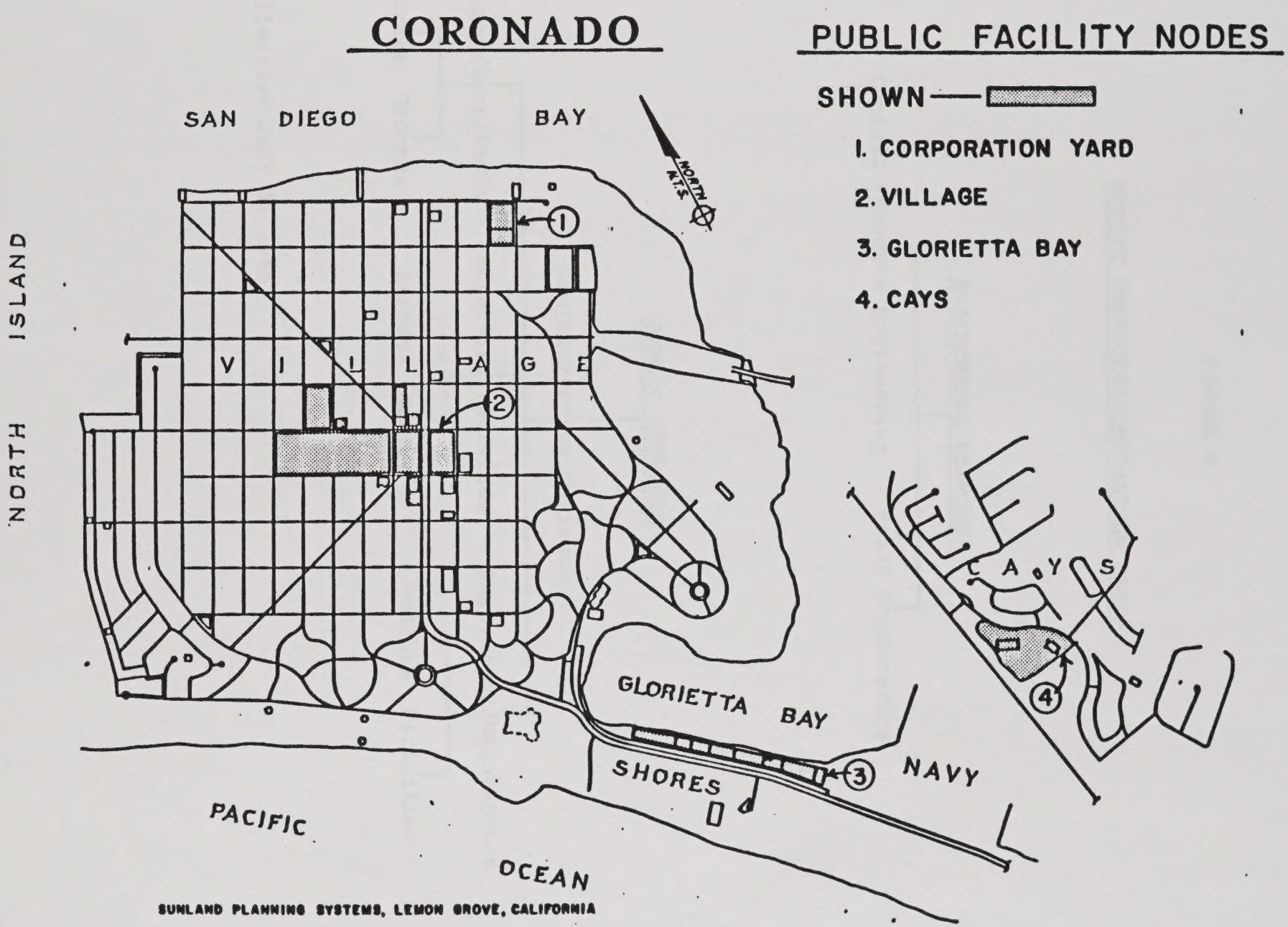
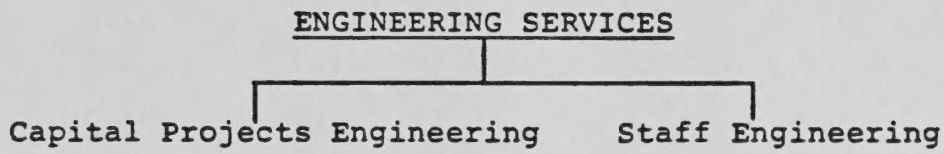
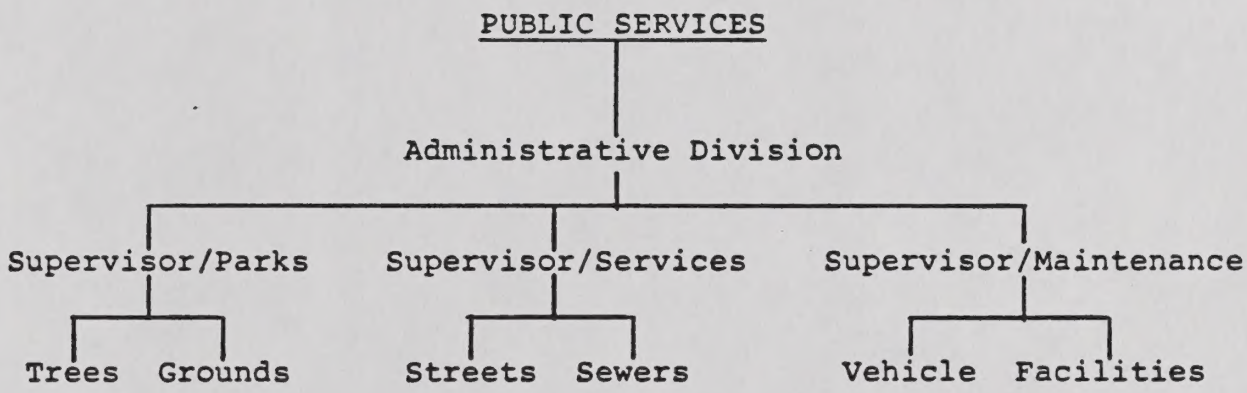

CORONADO
PUBLIC FACILITY NODES
SHOWN
1. CORPORATION YARD
2. VILLAGE
3. GLORIETTA BAY
4. CAYS
SAN DIEGO BAY
NORTH N.T.S.
NORTH ISLAND
V I L L A G E
GLORIETTA BAY
SHORES
NAVY
C A Y S
PACIFIC OCEAN
SUNLAND PLANNING SYSTEMS, LEMON GROVE, CALIFORNIA

FIGURE 8

PUBLIC SERVICES/CORPORATION YARD*





Effective July 1, 1985

the City's Park Maintenance Division. Also within the second node are the Chamber of Commerce, Parking Control (a privately administered function dealing with revenue collection generated from municipal parking citations) and several public and quasi-public service organizations housed in the City-owned Babcock Court property (see figure 9). The Sacred Heart parochial school and Catholic church are located at Seventh Street and Avenue, across the street from Spreckels Park.

The third node exists along the easterly side of Strand Way adjacent to Glorietta Bay, a strip approximately one-half mile long by 175' deep. Coronado's City Hall is located there along with the Municipal Swimming Pool, Harbormaster's Office, Glorietta Bay Park, Municipal Boat Launching Ramp, Women's Club, Playhouse and the Armory (see figure 7). All of the properties mentioned are City-owned and currently being utilized, (except for the Armory) for either public or quasi-public functions.

The fourth node is located at the Coronado Cays and includes the fire station along the west side of Coronado Cays Boulevard between Bahama Bend and Grand Caribe Causeway. A small office dedicated for use by the Coronado Police Department is included in the building. The adjoining Park and tennis courts are also included in the node.

The locations of the other public facilities in Coronado are: (see figures 9, 10, 11 & 12).

1. The golf course and clubhouse situated between Glorietta Boulevard and the bay.
2. The tennis courts along Glorietta Boulevard.
3. The various parks and beaches as shown on figures 9 and 10.

FIGURE 9

BABCOCK COURT-EXISTING USES

1. FRIENDS OF THE LIBRARY
2. CORONADO ALANO
3. CITY STORAGE
4. CORONADO HISTORICAL ASSOCIATION
5. SOCIETY OF MILITARY WIDOWS
6. CORONADO CHAMBER OF COMMERCE
7. CORONADO PARKING CONTROL*
8. CORONADO ART ASSOCIATION
9. COAST GUARD AUXILIARY
10. KIWANIS CLUB OF CORONADO
11. CORONADO FREEWAY
12. CRIME PREVENTION/DISASTER PREPAREDNESS**

*--City Administered

**--City Administered and operated

5. The various pump stations as shown on figure 12. (Note: the Coronado's Police Department's Emergency Operations Center is housed in the Parker Pump Station structure located at Coronado Avenue and Eighth Street. The Parker Pump Station is able to accomodate the Emergency Operations Center since it currently serves as a sanitary sewer pump station although it was originally designed to pump groundwater and storm drainage as well as sanitary sewage).
6. The various support structures, life guard tower, golf course shed, etc., as shown on figure 4.
7. The other Coronado Unified School District properties including Crown Elementary School, Strand Elementary School, Cutler Field, and the District Office.

FIGURE 10

PARKS IN THE CITY OF CORONADO

NO.*	NAME	DESCRIPTION
10	Bay Circle Park	Circular area of land surrounded by Bay Circle. Property deeded to city by Spreckels.
9	Cajon Park	Triangular shaped property bordering on Cajon Place, Guadalupe Ave., and Jacinto Place. Property (Block 76) deeded to city by Spreckels.
7	Cronan Park	Triangular shape area at Pomona Ave., 6th St. and Margarita Ave. Park named in honor of Wm. Cronan, Medal of Honor recipient, for heroism in disaster of USS Bennington in 1905, in San Diego Bay.
16	Glorietta Bay Park	Area between Swimming Pool and Amphibious Base. Area formerly called "The Reservation."
2	"I" Avenue Park	Extension of I Ave. between 1st St. and Bay.
14	Louis C. Bandel Park	Triangular shaped park at Alameda Blvd., 10th St. and J Ave.
8	Mathewson Park	Area bordered by Pomona Ave., Adella Ave., and Park View Place. Formerly called Pomona Park. Named for former city clerk, A.A. Mathewson.
17	No. Coronado Cays Park	Small public area at Coronado Cays.
4	Palm Park	Area at Palm Ave., 3rd St. and I Ave.

FIGURE 10 (cont.)

NO.*	NAME	DESCRIPTION
12	Rotary Park	Area at Isabella Ave., Park Place near 10th Street.
3	SDG&E Park	Extension of E Avenue between 1st St. and Bay. Property known as Lot 6, Bayview Estates, owned by SDG&E and city has agreement for its use as a park.
6	Spreckels Park	Two block area bounded by 6th St., C Ave., 7th St. and D Ave. Park originally, and still sometimes, called East and West Plaza Parks.
13	Star Park	Circular area surrounded by Star Park Circle. Property originally star-shaped and deeded to city by Spreckels. Name of park believed on original map.
15	Sunset Park	Rectangular shape area on Ocean Blvd. and Ocean Dr. adjacent to North Island Gate #5. Area formerly referred to as "Parcel 2" and obtained by city as a result of land exchange with Spreckels.
5	Triangle Park	Triangular shaped area between Palm Ave., F Ave. and 4th St.
11	Vista Del Barcos	Isosceles shaped area between Glorietta Blvd. and Pomona Ave. with steps adjoining both streets. (Adjacent to Yacht Club).
1	Unnamed	Area at end of Alameda Blvd. at 1st St. next to North Island. Area obtained as a result of land exchange with Spreckels. Area presently used by Public Works.

FIGURE 10(cont.)

NO.*	NAME OF PARK	DESCRIPTION
18	Unnamed	Triangular shaped area south of Coronado Cays entrance between State Highway 75, Coronado Cays Blvd. and Grand Caribe Causeway. Area accepted from subdivider under Special Use Permit provisions.
19	Unnamed	Proposed 23 acre park just north of the Toll Bridge Plaza and immediately south of the proposed park at Coronado Hotel.
20	Unnamed	Proposed 1.1 acre park adjacent to the Old Ferry Landing Development.
21	Unnamed	Proposed 1.6 acre beach area fronting portions of the Old Ferry Landing and the Landing Condominiums.
21	Little League Field	Little League Baseball field along Second Street between A and B Avenues.

*Note: Refer to figure 11--(Parks Map)

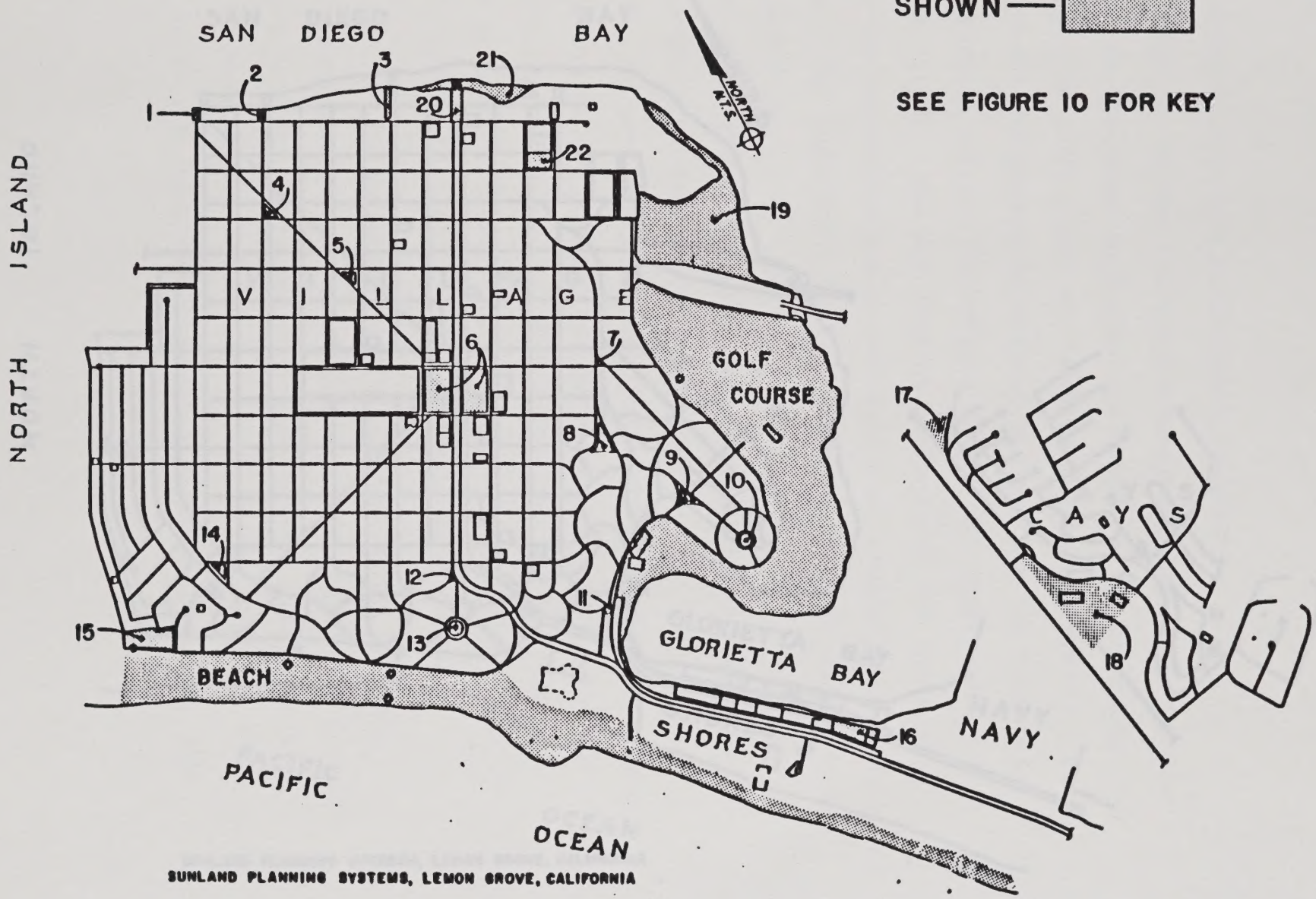
FIGURE 11

CORONADO

PARKS, BEACHES, ETC.

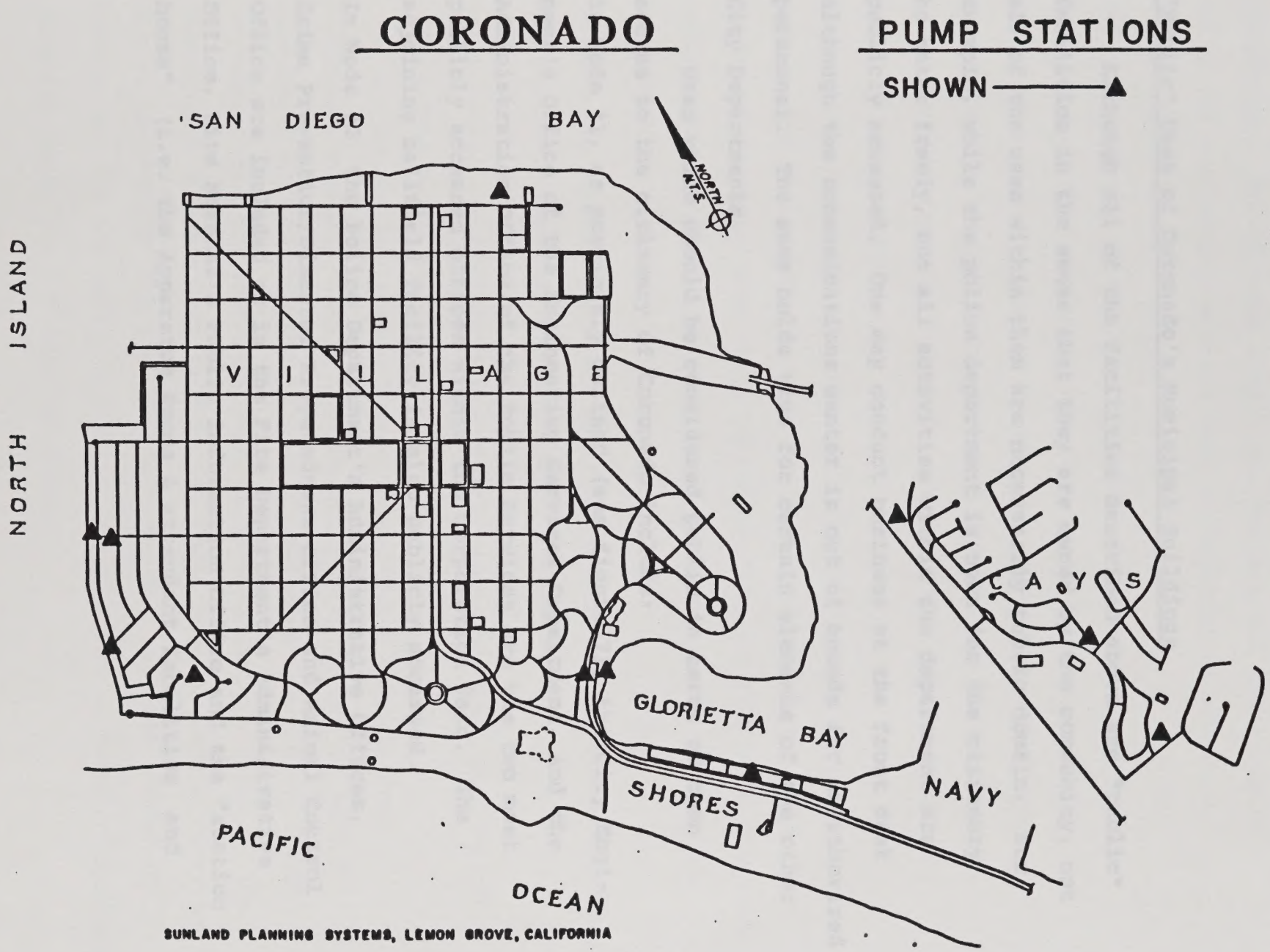
SHOWN —

SEE FIGURE 10 FOR KEY



SUNLAND PLANNING SYSTEMS, LEMON GROVE, CALIFORNIA

FIGURE 12



SUNLAND PLANNING SYSTEMS, LEMON GROVE, CALIFORNIA

"Public" Uses of Coronado's Municipal Buildings

Although all of the facilities described above are "public" facilities in the sense that they are owned by the community, not all of the uses within them are necessarily public domain. For example, while the police department is open for the citizenry to enter freely, not all activities within the department are publicly accessed. One may conduct business at the front desk although the communications center is out of bounds for unauthorized personnel. The same holds true for certain elements of the other City Departments.

Uses which should be considered public in terms of open access to the citizenry of Coronado include:

In Node #1, as previously defined (see figure 7), the City Engineer's Office of the Engineering Services Department, and the Administration Office of the Public Services are the two most publicly accessed offices within the Corporation Yard. The adjoining ballfield facility is also publicly accessed.

In Node #2 the Police Department's Administrative Offices, Crime Prevention/Disaster Preparedness Office and Animal Control Office are included as is the Fire Department's Administrative Office, Fire Marshal's Public Information Office and the "station house" (i.e. the Apparatus Rooms & attendant facilities and

equipment). The Library offers the reading and audio visual areas and the central meeting room in addition to the main book display rooms. Spreckels Park anchors Node #2 and is publicly open as is the Senior Center on an arrangement basis. The Coronado Unified School District's Administration Office is included as are the playing fields (on weekends and holidays), including the tennis courts on Sixth Street. To a lesser degree, the quasi-public functions operating out of the Babcock Court can be counted.

In Node #3, City Hall includes several public spaces including parking and lobby areas and the City Council Chambers. The Municipal Swimming Pool, Boat Launching Ramp and Glorietta Bay Park qualify as does the City-owned strip adjacent to the Armory and Women's Club.

In Node #4, the smallest (in terms of facilities) of the four nodes, the Fire Department's "station house" is included.

Other public areas include the City's parks, beaches, golf course, tennis courts and parking lots.

All of the facilities listed above, which operate from buildings, require "public" buildings; public in the definition previously mentioned concerning public-contact services. While Coronado currently does have such an arrangement, in light of the demographic changes discussed in the "Data Document/Master Environmental Assessment" for the General Plan, the question arises of whether or not its public buildings are adequate in terms of <u>location</u>, <u>physical capacity</u>, and <u>internal makeup</u>.

Adequacy of Coronado's Municipal Buildings

I. Location

At first glance, it may appear that having Coronado's public buildings decentralized into four locations would result in inefficient, ineffective service delivery in terms of public access and intra-departmental interaction. This is, however, not the case due to the compact physical size of the community coupled to the high level of internal communication evident between the various City Departments. Further, implementation of the City's proposed computerized Full System Network (see figure 13), the Phase I Pilot portion of which is expected to be on-line by mid 1985 will improve an already good communications flow between the various city units. This move to improve the interaction between its departments demonstrates the City's sense of responsibility for provision and coordination of its full range of facilities as they concern the public. This is a forward move since, as populations grow, as technology advances and as high living standards are achieved by an increasing segment of the population (particularly in Coronado), public expectation will demand more and better facilities of an increasingly wider variety.

As mentioned earlier, one of the primary factors in locational analysis of public buildings is the public's perception of where they "ought to be." In Coronado, the locations of those facilities in Nodes #1 and #2 do not seem to be

FIGURE 13

FULL SYSTEM NETWORK *

Fire Department

1 WP/DP Workstation
1 Daisy Printer
1 PC Matrix Printer
1 PC w/10 MB Disk

Police Department

1 MB CPU, 76MB DISK
2 WP/DP Workstations
1 High Density Matrix
1 PC Matrix
1 PC w/10MB Disk
TC inter-department
TC w/Chula Vista

Public Library

1 PC w/10MB Disk
1 Daisy Printer
TC inter-department
Teletype Emulation

Golf Course

IBM PC
TC inter-department

City Hall

1 MB CPU, 76MB Disk
4 WP/DP Workstations
1 High Density Matrix
1 PC Matrix
2 PC w/10MB Disk
TC inter-department
TC w/Chula Vista

Recreation

1 DP/WP Workstation
1 Daisy Printer

Public Works

1 MB CPU 76 Disk
2 WP/DP Workstations
1 High Density Matrix
1 PC Matrix
1 PC w/10MB Disk
TC inter-department
TC w/Chula Vista

City Attorney

1 Daisy Printer
1 PC w/10MB Disk
TC inter-department

Summary:

DP/WP Workstations	10
PC's attached	5
PC's standalones	2

(· 18.14/77,000

Note: *
(Proposed only--
not yet finalized)

Terminology

IBM - International Business Machines
PC - Personal Computer
WP - Word Processor
DP - Data Processing
MB - Megabyte
CPU - Central Processing Unit

controversial. Overall, in fact, the distribution of City facilities as they currently exist, is conducive to efficent, effective service delivery. For example, the Corporation Yard, sited at the edge of the City, adjacent to First Street and close to Orange Avenue is viably located. Additionally, the Police and Fire Departments along with the Library are centrally located. This is important when evaluating facilities because for example, when planning police headquarters: "The district headquarters should be the geographic center of the service area; on a major street with good access to all parts of the service area; near concentrations of commercial and industrial uses and the highest crime rate; preferably not in residential areas, but adjacent to a commercial area; and district headquarters should emphasize administration and service to the public rather than long term incarceration."[2] Similar locational criteria apply to siting headquarters fire stations with a good rule to locate on a secondary street (Sixth Street) which is near and parallel or perpendicular to a major thoroughfare (Orange Avenue). Similarly, libraries serve people and should be centrally located in order to be accessible to the largest number of potential users since maximum accessibility and use is of primary importance to the successful operation of a public library. "One of the problems of a central location (of a library) is that of parking. For some, the availability of parking may be the main consideration in using the library. However, many surveys have clearly concluded that to maximize its use,

that a pedestrian-oriented location (such as Coronado's) is the most important factor in the use of the public library."[3]

Although the value of the land along Glorietta Bay is very high, the general population desires that City Hall remain where it is, at this time, rather than relocate. This has been borne out by the Nuffer/Smith Associates study of property on Glorietta Bay, conducted in November, 1979. The study focused on the question--how should property along Glorietta Bay be developed--commercial or recreational? Nuffer/Smith concluded that, "the largest number of people (citizens) would be satisfied if things just stay as they are today." The study further finds that "--- the strong preference for recreation-oriented development of the Tidelands as well as Glorietta Bay may further support this conclusion that the citizens do not want change (61%, p.IV-15). If change is inevitible, and they are presented with two options for change, it appears the citizens support the avenue that seems to slow the rate of that change--- development of recreational, rather than commercial, facilities." Clearly, the citizenry of Coronado prefers to retain public access to Glorietta Bay.

In light of recent expenditures to the existing facility such as the re-roofing, electrical needs, study and office remodeling, it is evident that City Administrators have determined that City Hall will remain where it is, at least for the near future.

While the ultimate location for Coronado's City Hall cannot be precisely predicted, certain key considerations must be addressed if ever the time comes to plan for a new facility, they are;

1) determining the need for a new or expanded structure;

2) studying space requirements;

3) choosing a location; and

4) developing the site and building.

5) financial considerations

All of the above must be analyzed in depth prior to arriving at any conclusions concerning the planning of a new facility.

The Playhouse, also in Node #3, is currently being studied regarding relocation -- the Armory building has recently undergone structural analysis for viability as the Playhouse's new (remodeled) home. According to the engineer's report (by George R. Saunders Associates, May 6, 1985)-- "There are specific areas where the building is inadequate to satisfy our analysis for lateral loads. No inadequacy for vertical loads has been determined, nor did our observations indicate any exist." The report addresses the steps needed to bring the structure up to recommended structural standards. Additionally, the structure had previously been cited by the City Fire Marshal's Office as being deficient in various areas such as non-rated construction, ingress/egress provisions and others, all of which will need to be addressed prior to re-occupancy of the structure.

II. Physical Capacity

The physical capacity of Coronado's public buildings is another factor in determining their adequacy. Beginning with the Public Works/Corporation Yard (Node #1), it is clearly evident that the facility is, today, inadequate in both structural integrity as well as layout. However, this is only a temporary condition since the entire complex has been master-planned for renovation, portions of which have already been completed. For a schedule of the Capital Improvements Program for the project, see figure 14. Upon finalization of the program, the Public Services and Engineering Services Departments with their attendant divisions will be housed in a modern, and efficient facility which is expected to adequately serve well into the future.

The public buildings in Node #2 are in a state of flux. Beginning with the Police Department, it is well known that the existing facility is outdated and inadequate, having been built in the 1950's when certain factors in police department housing were not the issues they are today--such as internal security of the on-duty personnel, of terrorist activities, and automated dispatch and communications. Additionally, the physical size of the existing facility is inadequate to efficiently serve the department. For example, duty offices are too small (some are converted jail cells), there is no space for lockers, storage, etc. Fortunately, this is scheduled to be only a temporary condition

FIGURE 14

C.I.P.

CITY OF CORONADO

CAPITAL IMPROVEMENTS SUMMARY

Project Identification	Estimated Cost
1985-86	
North Beach Groundwater Outfall	25,000
North Beach Restrooms	125,000
Public Works Yard- Phase 1, Increment 4 (Utilities Undergrounding)	82,000
Glorietta Bay Shoreline Treatment (Oceanics Lease Area to Municipal Boat Ramp)	2,794.000
Traffic Circulation Reconstruction: Orange Avenue at Dana Place	470,000
Tennis Court Lights-Coronado Cays	30,000
	3,526,000
1986-87	
Traffic Circulation Reconstruction: Pomona Ave.-Orange Ave. to Tenth Street	650,000
Fire Station Conference Room Construction	25,000
Public Works Yard - Phase 1, Increment 5	200,000
New Police Administration Facility	1,340,000
Glorietta Bay Beautification (Oceanics Lease Area to Municipal Boat Ramp)	1,806,000
Cays Park (Phase 11)	347,700
	4,368,700

FIGURE 14 (cont.)

CAPITAL IMPROVEMENTS SUMMARY (continued)

Project Identification	Estimated Cost
1987-88	
Public Works Yard - Phase I, Increment 6	200,000
Central Beach Restroom Replacement	150,000
	350,000
1988-89	
Public Works Yard - Phase I, Increment 7	200,000
Traffic Circulation Reconstruction: Orange Ave. - Isabella Ave. - Park Place	89,000
Shoreline Park; First St. & Alameda Blvd.	43,400
Decking, First Street & I Ave. Park	25,000
	357,400
1989-90	
Public Works Yard - Phase II	1,800,000
	1,800,000

Source: City of Coronado

since a new Police Administration Facility is included in Coronado's 1987/88 Capital Improvements Program. The Coronado Police Department expects to add 8-10 more personnel to its staff over the next 3-5 years. (The demographic changes previously discussed are dictating this increase in police personnel).

Other components of the Police Department include the Animal Control Services which is housed in a new facility (completed in 1984) and the Crime Prevention/Disaster Preparedness Office in Babcock Court. The Crime Prevention/Disaster Preparedness division of the Police Department is the "front Line" between the public and the Department and as such, the Babcock Court Quarters are inadequate. This deficiency will become even more apparent as the community evolves.

The Fire Department facility built in 1970, is currently in a relatively good position in terms of capacity, with a few exceptions. The first is that the Department needs a conference/training room. This is being addressed in the 1985/86 Capital Improvements Program. Second, the outside (to the rear of the headquarters station) work/service area is extremely close-quatered. More room is needed to maneuver the apparatus in and around the fire station site. For example, the larger trucks are required to partially back out of the apparatus room (the fuel pumps are outside) to refuel since there is no room to drive them around the outside of the building. (Note-- the "excess" Coronado Unified School District property abuts the fire station property on the rear). Third, it is likely that as the community evolves, additional fire prevention personnel will be required. If so,

they will require housing at the headquarters station. Fourth, although it could not, and should not, be located in Node #2, the Coronado Fire Department needs a local training facility including a test pit. Currently, fire personnel are required to travel to other communities (primarily Chula Vista) to train-- this results in the (company) being out of service for periods of 3-4 hours at a time. It also means training on the streets of Coronado rather than in a training facility, for those functions which do not require leaving the community. The need for a Fire Department training facility, will increase over time since the fire-services industry nationwide is in a rapid state of evolution, often discarding traditional ideas in favor of technological advances. This means that new and increasing levels of training and education will be required of firefighters today and in the future. Today's emphasis in the industry is on prevention and modern technology, rather than on suppression, as in the past.

The City's third major public building in Node #2, is the Library. The Coronado Public Library is a dynamic system. Employing approximately 300 volunteers, the library is a hub of local activity. An estimated 14,000-15,000 persons per month use the facility which is one of the few libraries to open on Sundays. Currently, the staff includes nine full-time and 17 part-time personnel in addition to the volunteers.

Structurally, the facility is a beautiful, sound unit. However, due to its design and construction, concrete & glass, it does not lend itself to easy expansion. And, expansion is what the library needs, particularly in the staff facilities area. As it now exists, the staff is extremely crowded and cramped, with inadequate desk and working space, very inadequate space for volunteers and no locker storage for volunteers. Needed are: a second check out desk since a single one cannot handle the demand during peak hours; a public service area where the audio and audio-visual offerings of the library can be utilized by the public; room for the proposed retrofit of automated equipment necessary in the County-wide inter-library system; work space, shelving, lockers, etc. for full and part-time staff and volunteers; and additional staff parking.

Babcock Court, with its variety of uses is inadequate in terms of space and layout, particularly for the aforementioned Crime Prevention/Disaster Preparedness Office of the Police Department. While not "public" entities in the strict sense of the word, the quasi-public uses housed in Babcock Court, act to create a "community center" type of focus in Coronado in spite of the motel-designed structure they occupy.

School district properties in Node #2 (and, actually, throughout the City) are addressed in a later section of this document.

In Node #3, the primary building in which phyical capacity is questioned is City Hall. As they currently exist, City Hall's offices are cramped and do not readily lend themselves to expansion, although staff is increasing in response to increasing public demands. Parking is inadequate to serve peak periods such as during Planning Commission or City Council Meetings and day to day visitor parking is minimal, often spilling over onto the Swimming Pool's parking area. City Hall's electrical system is inadequate, although, as mentioned earlier, it is currently being analyzed to determine how it is to be upgraded. This will be necessary to accomodate future use of computers and other technological improvements. The facility is not air conditioned nor is the layout efficient for its use (it had originally been constructed as a crafts/hobby building about 1949). In spite of all its deficiencies, ongoing upgrading is occuring with City Hall to enable it to function more efficiently and effectively. In short term, however, the shortage of small and medium size meeting rooms will continue to be a problem.

As for the other buildings in Node #3: disposition of the Armory,pending outcome of the analysis currently underway-- the Playhouse may or may not move into the site as conditions warrant. The Playhouse is being considered for alternative sites in which to relocate, as indicated in the Glorietta Bay Master Plan's Citizen Advisory Committee Report. The Municipal Swimming Pool/ Recreation center is deficient in staff and in spaces for recreational activities. With the public's increasing demand for recreational amenties, Coronado will be facing the need for a general purpose recreation center and the corresponding staff required

to operate it in the near future. The construction of Glorietta Bay Park, as proposed will help alleviate the situation somewhat.

Otherwise, the buildings in the area are adequate in terms of overall physical capacity, except for meeting room space. For example, the Harbormaster's Office, with some refurbishing such as re-plumbing and re-roofing should serve through the year 2,000. Note: the co-generation facility recently constructed adjacent to the swimming pool is programmed to provide power for the pool, for City Hall and for its own operation. Therefore, long term energy considerations for the structures mentioned should be positive.

Other municipal buildings within Coronado are, at this time, not a source of concern with respect to the adequacy in terms of physical capacity since they only serve in ancillary roles.

III Internal Makeup

The last element considered in evaluating the adequacy of public buildings is that of internal makeup of the building(s) in question. "The key test in determining functions to be housed in (public buildings) is administrative efficiency; in general, all administrative offices relevant to the sub-element's (e.g. Corporation Yard, City Hall) operation should be located there. A particular function should be excluded when inconvenience to the public might result, when a (e.g.,city hall) location might interfere with its operation or when other local conditions suggest a separate location." In Coronado, the physical layout as well as the internal makeup of its municipal buildings precludes any major inefficiencies despite their decentralization. Furthermore, the City of Coronado's Full System Network (Technology Improvement Project) will positively augment the situation by closely tying the three nodes together via an automated, computer-based information network. Over time, the City of Coronado appears to have honed its internal operations to a smoothly operating state with no glaring problems evident.

*

Conclusion (Municipal Facilities)

When analyzing potential location/relocation of public facilities or buildings, the primary consideration is the availability of potential sites, particularly in a community such as Coronado where vacant land is so scarce. For a look at the vacant parcels (suitable for public building use) in Coronado, see figure 6. As easily noted, the most viable is the property along Orange Avenue, including the three lots owned by Pacific Bell and Babcock Court (assuming it was vacant). This is premium land from a geographic standpoint in that it is centrally located and is adjacent to the existing complex of City buildings in the previously defined, Node #2. This site would be an optimum choice for a community center which may house the following activities:*

1) the Library's central meeting room, thereby freeing up the room for library expansion;
2) the Playhouse should it not locate in the Armory site; As indicated in the Glorietta Bay Master Plan's Citizen Advisory Committee Report, this possibility exists;
3) the quasi-public offices which are now housed in Babcock Court;
4) an expanded Senior Center/Recreation Facility aimed primarily at addressing existing deficiencies in recreational activity space;
5) an information/receptionist type postion to disseminate public information concerning the City of Coronado in general. This could include the provision of facilities to allow the citizenry to pay their utility bills; and

6) possibly housing the City Council Chambers, thereby freeing up the space they currently occupy for City Hall expansion.

*Although no community center is currently being planned for Coronado, the area described above is perceived by the public as where a community center "ought to be", which was clearly borne out by the citizenry when they soundly defeated a proposed subsidized housing project for the site. As noted earlier, the complex of uses already existing in the area seems to reflect that of a "community center" in the descriptive sense. Further, since the area has previously been "set aside" for use as a community center, this is what the public expects.

City Hall has not been included in the facilities proposed for inclusion in a community center since it would alter the status to that of a civic center--which combines the city's major administrative functions with other, sometimes cultural functions. Since various agencies have differing locational requirements that cannot always be easily coordinated, planning a civic center can become much more complicated than planning a community center. Also, "a civic center may have an adverse influence on its environment since major portions are deserted after hours and may even, in extreme cases add to law enforcement problems." City Hall would best serve the citizenry by remaining where it is, thereby preventing the commercialization of Glorietta Bay. It is important to note that the strip of land along Glorietta Bay (Node #3) exists within the T.O.Z. (Tidelands Overly Zone) as defined by the Coronado Municipal Code. Ultimate development of the area will be required to follow specific T.O.Z. criteria. If in the future,

the decision to relocate City Hall is reached, a viable alternative site would be the Coronado Unified School District's parcel along D Avenue, between Fifth and Sixth Streets. This location would group three of the City's major facilities on the same block, City Hall, Police and Fire Departments, with the Library, Senior Center, Spreckels Park, and tennis courts close at hand.

Otherwise, the City of Coronado's public (use) buildings should remain where they currently are since they are viably located for efficient operation and since the extremely high initial capital outlay for new land, even if available, would be difficult to justify to the citizenry. As previously noted, those facilities in need of renovation or remodeling have, generally, already been identified by City Officials and are either currently being renovated, remodeled or are programmed to be upgraded in the near future. For example, the Public Services Department's Park Maintenance Division will be moving from the D Avenue school site to new quarters in the Corporation Yard as that project evolves. Increasing the size (capacity) of the facilities, as required in terms of satisfying projected levels of staffing and service level requirements, including coordination with infrastructure elements (sewer & water) to assure elimination of any potential or actual deficiencies is also part of the City's ongoing program.

One problem area -- that of parking, while not with buildings per se, does exist at City Hall and at the Library. City Hall's situation is fortunately, exacerbated only intermittently, usually during Planning Commission or City Council meeting times. Day to day parking, although deficient, is still manageable, since visitors can spill over onto the swimming pool parking lot and along Strand Way. The Library's situation is somewhat more difficult since it

is surrounded by park land and by public streets which are already heavily utilized for parking by commuters, School District personnel and students and by residents of the area, leaving little room for library visitors and staff. An improvement in staff parking area can be realized however by widening and modifying the driveway off of D Avenue to include parking space for approximately eight (8) additional vehicles. This can be accomplished without destroying any of the park's trees. For a listing of Coronado's recreational parking inventory, refer to figure 15.

FIGURE 15

CITY OF CORONADO

RECREATIONAL PARKING SURVEY

Location	Type of Parking Area: Street	Type of Parking Area: Lot	Total Number of Spaces
First Street Park	4	0	4
SDG&E park	5	0	5
First Street ball parks	15	40	55
Glorietta Boulevard	700	0	700
Golf course	0	136	141
Hotel Del Coronado	0	1,190	1,190
Ocean Boulevard and Vicinity	1,206	0	1,206
Glorietta Bay Marina	0	107	107
Woman's Club	0	42	42
Coronado Playhouse	0	24	24
City hall	0	40	40
Coronado municipal pool	0	47	47
Boat ramp	0	29	29
Glorietta Bay park	0	27	27
Navy transfer land	0	0	0
Avenida Del Sol	48	0	48
Avenida De Las Arenas	15	0	15
Coronado Shores parking lot	0	99	99
Avenida Lunas	28	33	61
Silver Strand State Beach	0	1,765	1,765
Marine Environmental Center	0	30	30
D Avenue Extension Lot*	0	66	66

Source: Shoreline Access, LCP 100 (City of Coronado 1980).

* Parking lot to be added in first phase of "Landing" residential condominium project. (Footnote added 7/85)

Uses of Coronado Unified School District Sites

The Coronado Unified School District presently operates five public schools in the city, three elementary (Strand, Central and Crown), Coronado Middle School and Coronado High School. As mentioned earlier, the District also controls the site of the former elementary school on D Avenue, between Palm Avenue and Fifth Street, which is now being partially utilized by the City's Park Maintenance Division. Other properties include Cutler Field and the District's Business Office, both along Sixth Street, north of F Avenue, as well as the block between Second and Third Streets and Prospect Place and the Port Tidelands, which is under long-term lease to Coronado Royale.

The five schools currently in operation have a combined enrollment of 1931 students for the 1984-85 school year, only 88.5% of the enrollment for school year 1979-80. Of the 1931 student total, the breakdown is as follows: (see figure 16)

K-5 = 772 students = 40.0% of total enrollment.

6-8 = 472 students = 24.4% of total enrollment.

9-12 = 687 students= 35.6% of total enrollment.

1931 100%

In the 1979-80 school year the figures were:

K-5 = 906 students = 41.5% of total enrollment

6-8 = 451 students = 20.7% of total enrollment

9-12= 824 students = 37.8% of total enrollment

2181 100%

School District enrollment projections for the school year 1988 are:

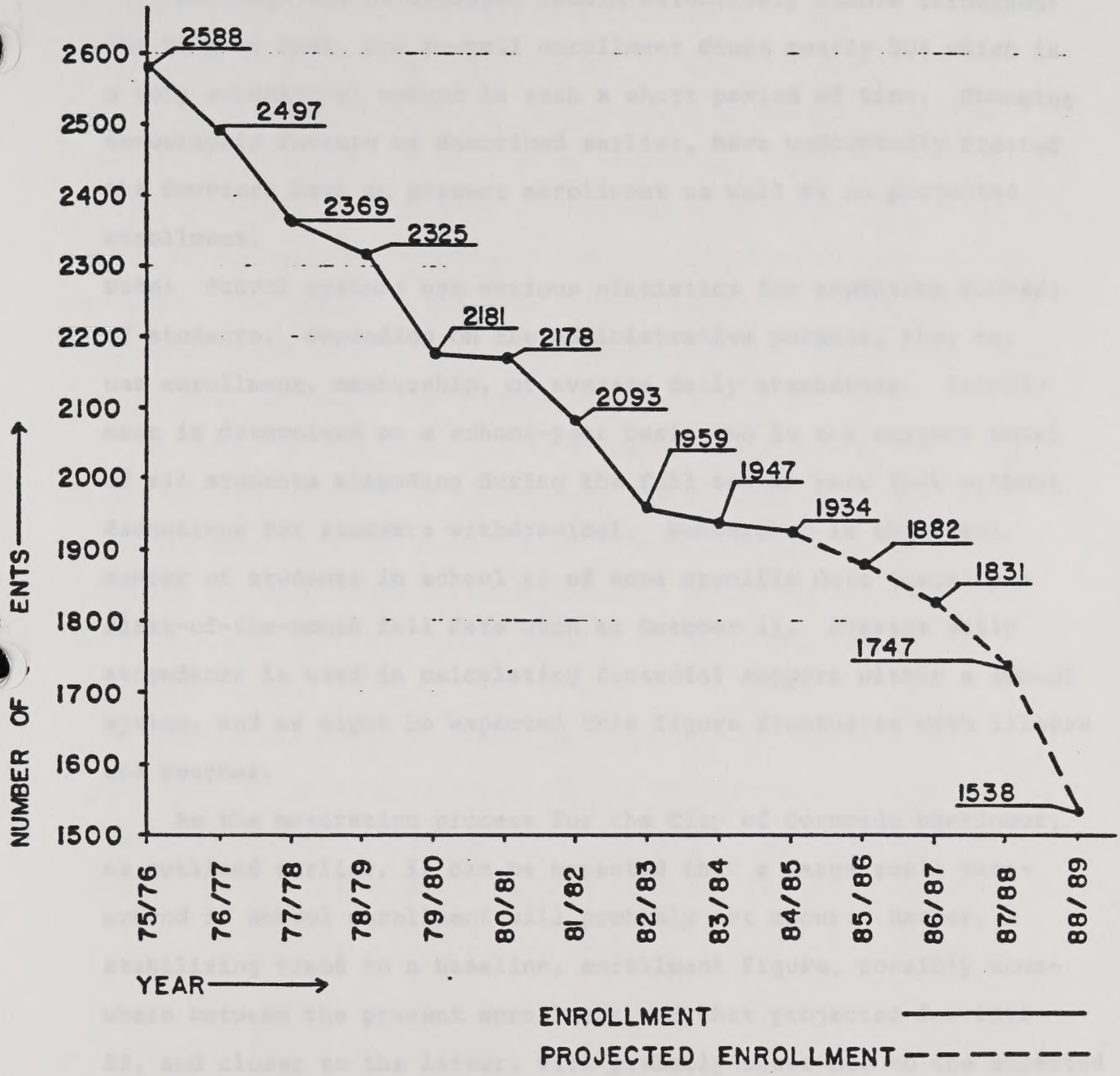
K-5 = 620 students = 40.3% of total enrollment

6-8 = 294 students = 19.1% of total enrollment

9-12= 624 students = 40.6% of total enrollment

1538 100%

FIGURE 16



TOTAL ENROLLMENT K-12

CITY OF CORONADO PUBLIC SCHOOLS

SOURCE: CORONADO UNIFIED SCHOOL DISTRICT

Although the percentages remain selectively stable throughout the 10-year span, the overall enrollment drops nearly 30% which is a very substantial amount in such a short period of time. Changing demographic factors as described earlier, have undoubtedly created the downturn both in present enrollment as well as in projected enrollment.

Note: School systems use various statistics for reporting numbers of students. Depending on the administrative purpose, they may use enrollment, membership, or average daily attendance. Enrollment is determined on a school-year basis and is the current total of all students attending during the full school year (but without deductions for students withdrawing). Membership is the total number of students in school as of some specific date (usually a first-of-the-month fall date such as October 1). Average daily attendance is used in calculating financial support within a school system, and as might be expected this figure fluctuates with illness and weather.

As the maturation process for the City of Coronado continues, as outlined earlier, it can be expected that a large scale turnaround in school enrollment will probably not occur. Rather, a stabilizing trend to a baseline, enrollment figure, possibly somewhere between the present enrollment and that projected for 1988-89, and closer to the latter, will probably occur due to the expected increase in Coronado of relatively young, upwardly-mobile, urban professional people over the next ten years.

Adequacy of Unified School District Facilities

Added to the changing enrollment, is the fact that much of the District's physical plant, according to District representatives, is outdated and in need of upgrading. Also, much of the existing facilities have been constructed in an add-on manner instead of having been pre-planned via a Master Plan for the entire District. For example, the high school facility's biology building was constructed in 1939, the main complex in 1961 and the 400 Building in 1967, encompassing a twenty-eight year span.

In light of the above, it is evident that although the physical plant is large enought to accommodate the current as well as proposed student body, it is suffering from a lack of comprehensive planning and from outdated construction. Also, the "excess" site on D Avenue is not being used effectively since most of it is currently vacant.

Citizen School Board Committee studies have resulted in a great deal of interest in consolidation of Central and Crown Elementary Schools. Feasibility of constructing a single elementary school for the combined schools is currently being reviewed.

Conclusions School District Facilities

As with public buildings, when analyzing location/relocation for school district facilities, the primary consideration is the availability of potential sites. In this instance however, the Coronado Unified School District has "excess" property in that some of its physical plant is not being fully utilized, as in the case of the D Avenue site. This is not to say that the District has too much property however, since as mentioned earlier, much of the physical plant is in need of upgrading. What may be needed is to comprehensively analyze the entire District's needs and prepare a Master Plan for the system.

A school district Master Plan requires the planning process to go deeper than merely "land use" planning the system: it involves an appreciation of an educator's point of view, and more specifically, a full understanding of educational objectives and school board policies as they impinge on school plant planning. As well as consideration of the physical needs of the system it also includes future curriculum considerations, future personnel requirements, and future budget needs.

There are a number of basic policy matters which impinge on school plant planning. Among them are the organization of the school system and the possibility of change in the future, say from a 6-3-3 to a 6-3-3-2 system in which a junior college program is introduced into the traditional twelve-grade organization. Another policy consideration concerns the community use of school facilities,

not only in school-sponsored adult education programs, but in programs sponsored by other agencies or groups, for example, the recreation department or drama, music, and other similar civic groups. Still another policy matter relates to pupil transportation and the use of school buses or special transit passes to extend the attendance areas of schools beyond the traditional walking-distance standard. A related consideration is the establishment of facility capacity, attendance areas of the individual schools, policy with respect to the admission of pupils from beyond the school district, and busing policy in pursuit of integration objectives.

All of the above must be dealt with while remembering that the scope of the program, curriculum content, and methods of instruction are the most fundamental determinants of the character of the school plant and its size, since they can dictate variations in the approach to school planning. Finally, it must be recognized that the school Master Plan is put into effect by the school authorities and as such, must be the school board's plan.

Findings

1. The City of Coronado should purchase, from Pacific Bell, the three lots along Orange Avenue in order to consolidate them with the City-owned property (i.e., Babcock Court) to create a parcel large enough to accommodate a future community center.
2. The City of Coronado should investigate the possibility of acquiring the School District's "excess" property on D Avenue, between Fifth and Sixth Streets for future use for public facilities.
3. Additional staff parking for the Library should be provided, adjacent to the existing driveway
4. City Hall should continue to upgrade and remain in its existing location until after the proposed major residential development discussed, has been completed. This will allow further maturation of the community at which time the issue of City Hall's location should be re-analyzed.
5. The Coronado Public Library should be programmed for expansion of staff working area in concert with any future design for a community center. Such a center should be designed to allow for the expansion of its buildings or parking facility if warranted by future circumstances.
6. The Coronado Unified School District's physical plant is in need of renovation and, possibly, consolidation of facilities.
7. The Coronado Unified School District should prepare and adopt a Master Plan for its entire system (including the D Avenue

Findings (cont.)

7. property mentioned in #2 above,) prior to upgrading its physical plant or consolidating any facilities.

8. The Public Services Corporation Yard (Node #1) should continue to be upgraded as programmed.

9. The Police Department Facility should be upgraded as proposed by the Coronado Police & Animal Services Facilities Expansion Long Range Plan (see #2 above).

10. The Fire Department's Headquarters Station should remain as it currently exists (see #2 above).

Recommendations

Major emphasis should be placed on land acquisiton either by purchase or trade to secure the City's future capacity for providing adequate public facilities as required.

Based on the findings concerning Coronado's Public Buildings, it is recommended that a Master Plan for Coronado's Center City be prepared and adopted, wherein the ultimate disposition of public buildings, including a Community Center, may be decided, thereby assuring that public funds are expended judiciously.

Based on the findings concerning the Coronado Unified School District, it is recommended that a Master Plan for the entire system be prepared and adopted prior to renovation or condolidation of facilities. The Master Plan should dovetail into the Master Plan for Coronado's Center City.

Implementing Standards and Programs

Implementation of the recommendations herein can be accomplished via the following Standards and Programs.

1. Initiation of the findings, concerning the City of Coronado's Public Buildings, into the City's Capital Improvment Program, upon adoption of this document.

2. Inclusion of the recommendations into the newly formed Community Development Agency's future project's program.

3. Preparation of a Master Plan for the Coronado Unified School District.

Appendix

As indicated in the Preface, this document is intended to serve as the permissive element "Public Buildings" of the City of Coronado's General Plan. The General Plan, in turn, is proposed to be updated and expanded into a more comprehensive document, the "Comprehensive Plan". As such, the Public Buildings element's implementation and programming need to be defined to assure its viability.

In theory, preparation and adoption of a comprehensive plan should be the initial step in a planning program, and should be followed by formulation of the implementary documents which are supposed to be based on the plan. In practice, such legislation as the zoning ordinance and subdivision regulations often exists before the plan is started. In this event, adoption of the plan calls for a wholesale review of these documents to make sure that they really effectuate the comprehensive plan.

The comprehensive plan document, and its sub-elements should fulfill certain basic standards prior to implementation. They include:[5]

1. It should be comprehensive;
2. It should be long-range;
3. It should be general
4. It should focus on physical development;
5. It should relate physical design proposals to community goals and social and economic policies, and;
6. It should be first a policy instrument, and only second a technical instrument.

Also, since the plan's implementation requires capital expenditures, a program of how and when to distribute the available funds must be developed. The typical city (including Coronado), carries out numerous capital improvement projects each year. Often, many dissimilar projects compete for funds which are limited. Therefore, it can become difficult for city officials to set local priorities, since with the growing complexity of both financing and development activities, a community needs to carefully analyze the way it programs funds for various improvements to ensure that it stretches its dollars as far as possible. The basic reason for a capital improvement program is just that: to insure that public funds are being spent wisely.[6]

An important aspect of the capital program is that it presents the opportunity to schedule projects over time so that the various steps in the development of an area logically follow one another. It also gives an advance picture of future needs and development activities. Additionally, the typical capital improvement program reveals neglected needs (if existent) and frequently resolves longstanding problems for which solutions sometimes are difficult to identify.

The City of Coronado annually prepares its Capital Improvement Program by reviewing the City's facilities and infrastructure to determine what capital improvement projects should be proposed in order to keep long term costs to a minimum. The list of the proposed projects is then compiled, along with a description and estimated cost.----- "As provided for in the capital improvement program document, each project is evaluated in three areas. First,

the project is classified, based upon the type project it is, i.e., it relates to the health, safety, and public welfare or it relates to property protection. The second area for evaluation is determining the urgency upon which the City should move on this project. The project may be very important by classification but may be deferrable or desirable. In other cases, the project may be of an educational or cultural benefit, but may be considered urgent based upon the lack of such a facility or structure. Once the project is evaluated, based upon its nature and degree of importance, funding is then reviewed.

Projects are categorized into one of four areas, as described below:

1. Category I - Projects which benefit specific segments of the community.
2. Category II - Projects which benefit the community in general and have revenue sources or the ability to generate revenue necessary to pay for the project;
3. Category III - Projects which benefit the community as a whole, which projects do not generate revenues, and which costs exceed $200,000.
4. Category IV - Projects which benefit the community as a whole, which projects do not generate revenues, and which cost less than $200,000.

Because of the very nature of these four categories, projects may move from one category to another, depending upon revisions in cost estimates, and changes in scope of any project. It is also possible to combine or divide projects which would also move them from one category to another.-------."[7]

As for the Coronado Unified School District's properties, the newly formed Coronado Community Development Agency is currently evaluating the findings of the Feasibility Report prepared by the Rosenow Spevacek Group of Santa Ana, California. The Report contains the following:

"IV. IMPROVEMENTS ANTICIPATED BY THE COMMUNITY DEVELOPMENT AGENCY

The Community Development Agency anticipates that the following improvements are necessary to alleviate the conditions described in Section III above:

The possible closure of two elementary schools will allow for consolidation of enrollment into one facility. This consolidation will serve at least three objectives:

1. remove students from buildings of marginal safety and adequacy.
2. reduce the disproportionate share of public expenditures for operating and rehabilitation costs.
3. consolidate some or part of the elementary school locations and services.

To accommodate the consolidation of enrollment, a new facility would need to be constructed; no existing facility would adequately handle a consolidation of this nature. Consolidation of elementary school facilities may result in the vacation of two sites. In addition to improved educational facilities, the sites vacated by consolidation of school facilities might then be available for other uses, such as residential recreational and other public facilities.

Estimated costs for improvements anticipated by the Agency are currently unavailable."

As indicated on page 58 of this document, it was found that "The Coronado Unified School District should prepare and adopt a Master Plan for its entire system--- prior to upgrading its physical plant or consolidating any facilities."

An agency such as the Coronado Community Development Agency is primarily created to be a generator of revenue. There are several means by which such an agency can make revenue sources available to a city (or to a school district). They may include:

1. General Fund -today these funds are becoming more limited in in certain areas;
2. Assessment Districts - which are funded by those who reap the benefits - this type is similar to a tax;
3. Federal/State Funds - many programs providing these have dried up however a few such as C.D.B.G. and Revenue Sharing still exist;
4. Private Sector - where the developer pays certain fees such as park or open space funds;
5. Tax Anticipation Revenues - the issuance of bonds on future revenues accruing to the subject agency or jurisdiction, and;
6. Redevelopment - which can include renewal, revitalization and rehabilitation.

Therefore, the particular funding source(s) which will be used for the Coronado Unified School District are varied. Also, as indicated earlier, it is recommended that a Master Plan for

the District precede formulation of the required implementing standards and programs.

Footnotes

No	Page	Source
1.	I-4	City of Coronado, California Local Coastal Policy Group 109 Locating and Planning New Development, October 23, 1979 page 4.
2.	II-B33	National Housing Center Library Community Facilities Washington: National Association of Home Builders, 1959. page 227-228.
3.	II-B34	Joint Center for Urban Studies The Public Library and the City (Cambridge: The M.I.T. Press, 1965).
4.	47	International City Managers Association Planning the New City Hall Management Information Service Report No. 212. (Chicago: The Association, September, 1961).
5.	II-B59	Fagin, Henry "Organizing and Carrying Out Planning Activities Within Urban Government" Journal of the American Institute of Planners August, 1969 page 1.

Note: Capital improvement programming at the municipal level had its first real boost during the 1930s when local concern with public works was high and the federal government was trying to stimulate planning activity. Essentially, capital improvement programming includes scheduling of public physical improvements for a community over a certain period of time, with consideration for priori ties and financial capabilities of the community. During the pas several decades relatively standard procedures and terms have bee developed and applied within the planning profession for the conduct of capital improvement programming. (See #6 below)

6.	II-B60	International City Managers' Association Principles and Practices of Urban Planning 1968, p. 389.
7.	II-B62	City of Coronado Capital Improvement Program 1984-85, page 1.

CITY OF CORONADO

RECREATION ELEMENT

Approved by Planning Commission

November 27, 1990

Adopted by City Council

February 5, 1991

(Supercedes Parks, Recreation and Open Space Element)

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CITY OF CORONADO

RECREATION ELEMENT
FOREWORD

The Recreation Element has not been established as a requirement for the general plan by the State planning legislation. However, recognizing the important functions served by parks and recreation facilities, the City of Coronado has chosen to include this element in the general plan. This approach is permitted by Section 65303(a) of the California Government Code.

Section 65303(a) of the California Government Code states that the City's General Plan may include "a recreation element showing a comprehensive system of areas and public sites for recreation, including, when practicable, locations and proposed development of natural reservations, parks, parkways, beaches, playgrounds, recreational community gardens, and other recreation areas."

Furthermore, if needed, Section 66477 of the California Government Code requires the adoption of a Recreation Element before the City can require the dedication of land or the payment of fees for recreational purposes as a condition of subdivision map approvals. The law also requires that park and recreation facilities constructed with subdivision fees must be in accordance with definite principles and standards contained in the Recreation Element.

The Government Code also indicates that once an optional element has been adopted, it has the same force and authority as the mandatory elements. These optional elements can significantly expand the authority of the local government over a particular issue area that is unique to that particular jurisdiction and not adequately covered in the required elements.

CITY OF CORONADO
RECREATION ELEMENT
TABLE OF CONTENTS

INTRODUCTION

Recreation is an important facet of our everyday lives. Recreation can be thought of as a means of refreshment or diversion, or any activity during one's discretionary time that enriches one's quality of life. The demand for more recreational facilities and programs in Coronado has been on the rise with the high public awareness regarding physical fitness and exercise.

Coronado is a recreation-oriented community where many local residents engage in both the passive and active recreational facilities and programs provided by the City. Furthermore, Coronado attracts many visitors that enjoy the various amenities offered in the beautiful island-type atmosphere.

The ultimate objective of this Recreation Element is to note and encourage the expansion of the recreational opportunities available to all Coronado residents and visitors.

The City of Coronado presently offers its residents a variety of recreational amenities, including 28 miles of beach on bay and ocean, local parks, ball fields, and access to school facilities. Additional recreational opportunities include a dedicated bike path, boat launching facilities, designated fishing areas, a public golf course, tennis courts, two yacht clubs and an Olympic-size municipal pool.

RECREATION GOALS AND OBJECTIVES

The goals included in this Element may help guide the City to expand recreational opportunities with hopes that they may fulfill the needs of the present and future demands of the community. The enjoyment of scenic beauty for recreation through the use of open space land, such as the Least Tern nesting grounds should be protected because of the limited space available for future park development. Developable land for park and recreation facilities should be carefully planned.

The primary goal of the Recreation Element is to provide a Parks and Recreational System which satisfies the recreational and leisure-time needs of Coronado residents and visitors. To achieve this, the following objectives have been devised:

1. To encourage citizen participation in parks and recreation activities.

2. To develop new recreational facilities and programs which respond to the specific needs and desires of local residents.

3. To determine the needs of current and future populations for outdoor activities.

4. To provide adequate active and passive parks and recreational facilities for the Community.

5. To program facilities and activities for all age and income groups.

6. To inventory the existing and potential supply of recreational resources and programs.

7. To encourage public involvement in the creation of new plans and programs, as necessary.

8. To ascertain existing and future recreational deficiencies by relating anticipated supplies with anticipated demand.

9. To coordinate the Plan with surrounding jurisdictions, County, State, and Federal Agencies, as appropriate.

10. To assure that easy accessibility is provided from residential areas to parks and recreational facilities.

Development of New Park and Recreation Facilities

The development of new park and recreation facilities could be coordinated with the help of the Department of Defense, the State Department of Parks and Recreation, the Unified Port District, the Coronado Unified School District, and the private sector.

The selection of sites for the construction of new facilities or the expansion of existing sites should be considered. Typical park facilities could include:

* Playlot and mother's area;
* Play area for school-age children;
* Nature, science and hobby area;
* Paved area for multipurpose court games;
* Family picnic area;
* Park-like area for free play;
* Baseball diamond;
* Quiet area;
* Senior Citizen recreation facilities;
* Landscaping, where appropriate.

Other typical facilities to include (possibly on other than park sites):

* Community Center;
* Tennis Courts;
* Pools;
* Boating facilities;
* Fishing facilities;
* Similar facilities serving more than just a neighborhood.

In addition, the National Recreation and Park Association (N.R.P.A.) has recommended standards for recreation parks and open space included in Table 1. Standards for special facilities are included in Table 2. These standards are only recommendations, and could be tailored to fit the specific needs of the City.

Preservation of Open Space Resources

Although the goal to preserve our open space resources falls under the umbrellas of General Plan Community Design, Conservation and Open Space Elements, it is important to interlink the passive uses of open space to the Recreation Element. Furthermore, areas that are not available for active recreational uses but still provide public open space view corridors should be preserved.

Expansion of Recreation Programming

According to a 1980 California Recreation Survey, 70 percent of all recreation participation takes place near home. ([1], p. 1). This percentage will likely increase as population growth results in greater traffic congestion and transportation costs rise.

As a city where recreational space is difficult to acquire, efforts should be directed toward providing staff, facilities, and new programs to compensate for deficiencies in acreage. Trade-offs and exchange among these various aspects can allow the City to continue moving equitably toward goals while preferred levels of acreage are not attainable.

TABLE 1

NATIONAL RECREATION AND PARK ASSOCIATION

Classification	Acres/1,000 People	Size Range	Population Served	Service Area
Playlots	(Not Applicable)	2,500 sq. ft./1 acre	500-2,500	Sub-neighborhood
Vest pocket parks	(Not Applicable)	1,500 sq. ft./1 acre	500-2,500	Sub-neighborhood
Neighborhood parks	2.5	Min. 5 acres up to 20 acres	2,000-10,000	1/4-1/2 mile
District parks	2.5	20-100 acres	10,000-50,000	1/2-3 miles
Large urban parks	5.0	100+ acres	One for each 50,000	Within 1/2 hour driving time
Regional parks	20.0	250+ acres	Serves entire population in smaller communities; should be distributed throughout larger metro areas.	Within 1 hour driving time
Total	30.00			
Special Areas & Facilities	(Not Applicable)	Includes parkways, beaches, plazas, historical sites, flood plains, downtown malls, and small parks, tree lawns, etc. No standard is applicable.		

By Percentage of Area

The National Recreation and Park Association recommends that a minimum of 25% of new towns, planned unit developments, and large subdivisions be devoted to park & recreation lands and open space.

TABLE 2

SPECIALIZED FACILITIES WITH STANDARDS

Family (Outdoor)	Population Standard	Comment
Baseball Diamonds	1 per 6,000	Regulation 90 feet
Softball Diamonds (and/or youth diamonds)	1 per 3,000	
Tennis Courts	1 per 2,000	Best in group of 4 courts
Basketball Courts	1 per 500	
Swimming Pools-25 meter Swimming Pools-50 meter	1 per 10,000 1 per 20,000	Based on 15 sq. ft. of water for ea. 3% of population
Skating Rinks (artificial)	1 per 30,000	
Outdoor Theaters (non-commercial)	1 per 20,000	
Shooting Ranges	1 per 50,000	Complete complex including high power, small-bore, trap and skeet, field archery, etc.
Golf Courses (18 hole)	1 per 25,000	

Note: All of the above mentioned facilities are desirable in small communities, even though their population may actually be less than standard. Every effort should be made to light all facilities for night use, thus extending their utility.

RECREATION CHARACTERISTICS

There are many significant characteristics such as weather, location and topography that contribute to Coronado's ambiance as a recreation oriented community. Geographically, Coronado is almost completely surrounded by water. This provides many opportunities for water sport activities. Activities such as swimming, sailing, or enjoying the waterfront amenities exist. The topography is relatively flat, making cycling, jogging, and walking in the island-like atmosphere an enjoyable experience.

Existing Conditions

Currently Coronado owns approximately 34.6 acres of improved parkland within the city, excluding beaches, tennis courts, the golf course, and municipal pools. Parks that Coronado does not own are Tidelands Park and the non leased area of the Old Ferry Landing. These parks are owned by the State of California and are under the trusteeship of the San Diego Unified Port District. Coronado is allowed the use of Tidelands Park through an occupancy permit, but has no control over the long term use of this State land or of the Old Ferry Landing Park.

Tidelands Park has 22.5 acres and the Old Ferry Landing park area has 2.16 acres which gives the City of Coronado a total of 59.26 acres of improved parkland. SANDAG has indicated that typical daily capacities of picnic and game field parks range from 40 to 70 persons per acre. To ascertain adequate amounts of parklands and facilities, population estimates should be developed and projections made (See Appendix A).

Park and Recreation Facilities

The City of Coronado has 20 parks which are scattered throughout the area (See Appendix B). If we were to include Tidelands Park and the Old Ferry Landing park area, of the 22 total parks, eighteen of these parks could be classified as vest pocket parks (the Old Ferry Landing park area could be a vest pocket park). Vest pocket parks are normally the smallest of parks. Due to the minimum requirement of 5 acres for neighborhood parks, vest pocket parks may range in size up to a maximum of five acres. Vest pocket parks may feature children's play areas, quiet game areas, landscaping, and some sports activities such as multipurpose courts if space allows. ([2], p. 168).

The remaining four parks (Tidelands, Central Cays, South Cays and Spreckels) could be classified as Neighborhood parks. Note that the 6 acre Central Cays park and the 6.8 acre South Cays park adjoin and functionally serve the community as a single park. Neighborhood parks consist of a minimum of five acres and normally offer opportunities for all ages. Neighborhood parks may feature areas for active recreation, such as ball diamonds and play areas. Recreation facilities for older adults should be provided in accordance with the desires of the people. Such facilities may include sitting areas, shuffle board courts and horseshoe courts, preferably in the shade. ([2], p. 168).

Park and Recreation Programs

The City of Coronado offers programs within three distinct areas of recreation. Traditional public recreational needs covers the first area of recreational programming which may include the standard recreational programs. For example, the Youth Summer Recreation Program, Swimming Lessons and a Sports Camp.

Trend-oriented interests covers the second area of recreational programming which may include the ever-changing interests of the community where recreation is concerned. These types of programs could include, the water aerobic classes and scuba diving classes.

The third area of recreational programming includes the cultural interests. The Coronado Community Playhouse, San Diego area's oldest community theater, presents live drama year-round. The Coronado Public Library, offering movies, lectures, an extensive children's program and various civic events, is also at the disposal of the community.

Private Facilities Provided in Community

The City of Coronado has a few private recreational facilities available to area residents including but not limited to the Coronado Yacht Club, and certain recreational facilities offered at the City's hotels.

Moreover, recreational facilities available to the residents of certain large residential projects reduce the need for additional public facilities. For example, tennis courts at the Coronado Shores, Coronado Cays, or Oakwood, reduce the competition for public tennis courts. While demand for public recreation facilities still exist for residents of the Coronado Shores, Coronado Cays or Oakwood, such demand is reduced by the provision of on-site facilities. Therefore, major residential developments should be encouraged to provide adequate recreational facilities for their own residents.

Private Programs Provided in Community

Area residents interested in the private programs offered in the community can look to the Hotel Del Coronado for youth, adult, and family programs. Youth programs include Camp Oz (beachside activities), Camp Breaker (beachside and boating activities), and the Youth Tennis Program. Adult and family programs include Aquaerobics, Bay Side Aquatics (boating opportunities), and the Adult Tennis Program. Further private recreational programs in the community include but are not limited to dance studios, Jazzercise, and other fitness programs.

Beaches and Facilities in Coronado

The City of Coronado offers primarily two ocean beaches. The Coronado Municipal Beach and the Silver Strand State Beach. The City of Coronado leases its portion of the beach from the State. The City beach extends approximately from the south boundary of Coronado Shores Towers to 1,200 feet beyond the North Island Naval Air Station boundary. The facilities that exist include the main lifeguard tower and the restroom facilities near the intersection of Ocean Blvd. and Isabella Ave., and the portable lifeguard towers. Lifeguards are provided during the summer months only.

Silver Strand State Beach stretches along a portion of a narrow isthmus of sand connecting the city of Coronado to the southern community of Imperial Beach. The park includes two and one half miles of ocean beach and one half mile of bay beach. Four parking lots accommodate 1700 spaces for day use. Seasonal lifeguard service is provided on both the beach and bay sides. Camping and picnic areas are provided with cabanas, tables and firerings.

Furthermore, plans for a new campground on the bayside of Silver Strand State Beach have been proposed. The campground includes: 189 individual camp sites, three comfort stations and picnic tables; three group areas with space for fifty people each; ten parking spaces and comfort station; bike-in camp areas for fifty people and comfort station; sanitation dump station; campstore; entrance station; day use parking for fifty vehicles; and twenty tent campsites. Construction is expected to begin around July 1991.

Bike Path/Routes and Facilities

Within the interest of cutting down on smog emissions, saving fuel, and just having fun, bicycling has been on the rise. Coronado has dedicated a bike path and designed routes that extend along the Silver Strand and weaves their

way through and around the city perimeter. Bicyclists may find their way to and from the City via the pedestrian/bike ferry, buses that provide bicycle racks that may be found at specially located bus stops, or peddle straight up the Silver Strand. Bicycles may be locked up to any parking meter.

RECREATION OPPORTUNITIES

In Coronado, recreation opportunities can be made available through many different channels. The City continues to explore the opportunities to better utilize existing recreational areas and facilities provided by the Coronado Unified School District, Navy, and private entities. The City could also take greater advantage of the joint use of the Navy and private programs offered in the City. The joint use of such facilities and programs should serve to provide immediate recreational opportunities for existing residents and, in the future, serve to avoid the costly duplication of recreational facilities and programs to be provided by the City.

Joint Use of School Facilities

As mentioned earlier optimizing the cooperative program with the school district is desired. On December 7, 1983 the governing board of the Coronado Unified School District approved the joint use of school facilities as Civic Center. On December 17, 1986 the Board of Education adopted certain general provisions for the City-District Joint Use Agreement.

Joint Use of Navy Facilities and Recreational Programs

Andrew F. Murphy Jr., Director of the Morale, Welfare and Recreation Department on the Naval Amphibious Base in Coronado, stated in an interview that "the City of Coronado should look to the Naval Amphibious Base as a resource." He continued to state that there was a potential market for recreational programs provided on base for general community use. Examples of programs that may be available to Coronado residents include aerobics, sailing, karate and ballet. Examples of facilities that could be utilized include the bowling alley and movie theater. However, Naval personnel and their families have priority when utilizing the programs and facilities open to the community. ([3]).

Currently the City holds a government license which allows the use of 0.2 acres of the Naval Amphibious Base, for recreational purposes. The property is located on the south boundary of Glorietta Bay Park. In addition, the City holds a government license which allows the use of approximately 1,200 feet of beachfront property at the southernmost boundary at Naval Air Station, North Island, for public recreation purposes.

Private Recreational Programs on City Property

Through coordinating the provision of contract classes on City property, the community may benefit through increased recreational and cultural opportunities. One example of a contract class in Coronado is the scuba instruction through the Professional Association of Diving Instructors(PADI). When the City is unable to fulfill the recreational and cultural desires of the community via programs operated by City staff, contract classes are a way to meet those needs.

RECREATIONAL ISSUES

The community of Coronado is facing many different issues with regard to recreation and leisure time. These two elements are an invaluable resource to the total development of an individual's mental and physical well being. However, social and economic issues are having and will continue to have a great influence on how the citizens of Coronado obtain the recreation opportunities they both need and desire. Following are some issues that may be looked at to further enhance the recreational opportunities in Coronado.

Study Alternatives for a New Civic/Community Center

Currently the City of Coronado is trying to determine the location and highest and best use of the Center.

Review Status of the Coronado Playhouse

The Strategic Plan of Coronado, as of February 1990, supports the existence of a community theater, such as the Coronado Playhouse. The stated strategy to support this theater is to: "Encourage local fund-raising efforts. And, if funding for a new theater/center is not available in a reasonable period of time, consider revising the Glorietta Bay Master Plan accordingly." The City Council needs to have a statement from the Coronado Playhouse indicating the plans and goals of the Playhouse governing board before any decisions take place regarding City monetary support for the Playhouse.

Consideration of a Capital Improvement Program

The City Council should implement recreation related Capital Improvement Programs as funding becomes available. In particular, the Central and South Coronado Cays Parks capital improvement projects should be implemented as quickly as possible.

Beautification of the City's Parks

Consideration should be given to beautifying the City's parks by the addition of drought resistant flower beds and other types of drought resistant landscaping.

BIBLIOGRAPHY

1 Executive Summary, Recreation Activity in California 1980 With Projections To 2000, Center for Continuing Study of the California Economy, Palo Alto, California. September 1982.

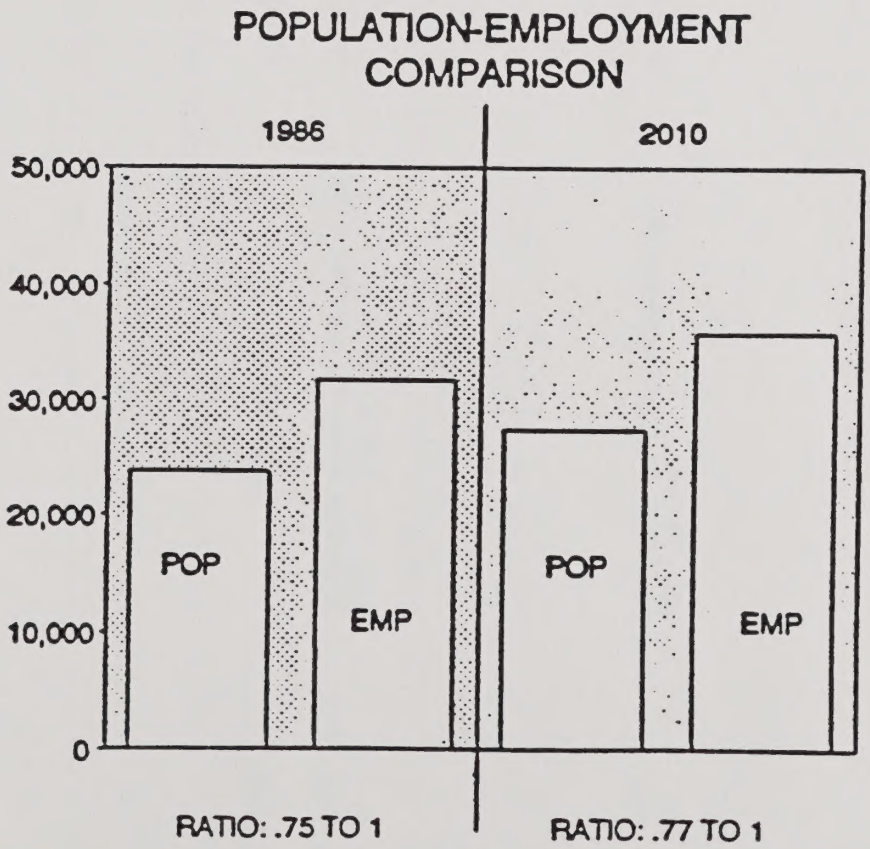
2 Goodale, Thomas L. "Creating a humane environment" Managing Municipal Leisure Services (Municipal management series). 1980.

3 Interview with, Mr. Andrew F. Murphy Jr., Naval Amphibious Base Coronado, Morale, Welfare and Recreation Department Director. June 28, 1990.

APPENDIX A

The Data Document/Master Environmental Assessment of the General Plan Policy Document on pages I-21 - I-34 presents the most recent population estimates developed for Coronado by City staff. In addition, please see the Demographic and Economic Profile of Coronado if more forecast information is desired. According to a Ralph Bradshaw/Richard Bundy Associates' study for the Coronado Unified School District, the student enrollment for the school district is projected to increase by 19 percent between 1980 and 1997. With this projection, it could be assumed that the usage of the City's parks will also increase by the school aged children in Coronado.

To complement the "Data Document" of Coronado "Comprehensive Plan", and the Demographic and Economic Profile of Coronado, the San Diego Association of Governments has provided a Population- Employment Comparison for the years 1986 to 2010. This study was released in 1988. This comparison may reflect some of the non-residents or "daytime population" of Coronado who may also use our parks and recreational facilities.



APPENDIX B

CITY OF CORONADO

MASTER PLAN FOR PARKS

CITY OF CORONADO MASTER PLAN FOR PARKS

NAME OF PARK	LOCATION	EXISTING EQUIPMENT	FUTURE EQUIPMENT	ACTIVE/ PASSIVE	DOGS
Louis C. Bandel Park 16,700 sq. ft. .4 acres	Triangle park at Alameda Blvd., 10th St. and J Ave.	No equipment	(6/8) Rustic redwood sign in planting area, facing Alameda Blvd. with 2" x 12" redwood facings & two 4" x 4" redwood posts, at an ove all height of 2' above the concrete planter with 6" letters; drinking fountain next to palm tree in center of park toward 10th St.	P	Yes
Bay Circle Park 18,000 sq. ft. .4 acres	Circular area surrounded by Bay Circle	No equipment	(9/14) Rustic redwood sign 9' back from curb where Margarita runs into Bay Circle with 2" x 12" redwood facings and two 4" x 4" redwood posts, at an overall height of 2' with 4" letters.	A	Yes
Cays Parks:					
Central Cays Park 261,476 sq. ft. 6 acres	Semi-circular area south of Cays entrance between Highway 75, Coronado Cays Blvd., and Grand Caribe Causeway	4 tennis courts (w/ drinking fountain & 2 benches) volleyball, basketball, Little League diamond, multi-purpose field, play equipment, drinking fountain, restroom, 2 benches	(7/13) Rustic redwood sign between fire station and tennis courts facing Bahama Bend on Cays Blvd. 20' back from the curb, with 2" x 12" redwood facings, two 4" x 4" redwood posts, at an overall height of 3' with 6" letters.	A	No

NAME OF PARK	LOCATION	EXISTING EQUIPMENT	FUTURE EQUIPMENT	ACTIVE/ PASSIVE	DOGS
North Cays Park 85,000 sq. ft. 2 acres	Small public area at Coronado Cays	Swing set, 4 benches	Rustic redwood sign midway along frontage of park, facing Cays Blvd., 9' off sidewalk and 9' from curb, with 2" x 12" redwood facings, two 4" x 4" redwood posts, at an overall height of 2' with 6" letters; drinking fountain to the left of the sidewalk in bench area. If second entrance is approved, replacement of existing swing set with new 4-seat swing set to be located 10 ft. to the south of the existing swings within the remaining berm area, moving palm trees along the wall just inside the park area (a safe distance from the reinstalled wall).	P	No
South Cays Park (Phase II) 6.8 acres	Coronado Cays Blvd. at Half Penny Lane	Play apparatus, picnic tables, multi-purpose field, moveable backstop			
Centennial Park 49,560 sq. ft. 1.13 acres	Extension of Orange Ave. between 1st St. and San Diego Bay	Ferry toll booth, 24 benches	No change	P	*Yes
Cronan Park 2,300 sq. ft. .05 acres	Triangular area at Pomona Ave., 6th St., and Margarita Ave.	No equipment	No change	P	Yes
1st & Alameda (Shoreline Park) 8,000 sq. ft. (.26 a.)	First Street at Alameda Blvd.	No equipment	Planned park		

*Dogs permitted on sidewalks only in Centennial Park.

MASTER PLAN FOR PARKS (continued)

NAME OF PARK	LOCATION	EXISTING EQUIPMENT	FUTURE EQUIPMENT	ACTIVE/ PASSIVE	DOGS
Glorietta Bay Park 94,056 sq. ft. 2.15 acres	Area between Municipal Pool and Naval Amphibious Base	Flagpole, benches, fire rings on beach, picnic tables (6), restrooms w/outside shower, no fountain in Glorietta Bay, Harbormaster Office	Install drinking fountain from area near trees to area adjacent to the tot lot equipment	A	No
Bayview I Avenue Park 9,600 sq. ft. .220 acres	Extension of I Ave. between 1st St. and San Diego Bay	2 benches, drinking fountain	(9/14) Request Council forward to Capital Improvement Committee recommendation to maintain addition ofredwood decking in CIP and prioritize for installation prior to 1991/92.	P	Yes
Mathewson Park 58,700 sq. ft. 1.34 acres	Area bordered by Pomona Ave., Adella Ave. and Park View Place	Spring horses (2), swings, volleyball, 2 benches, swing set jungle jim	(9/14) Drinking fountain on Adella Ave. side of existing slide and rustic sign where Adella Ave. meets Pomona as it runs into the park.	A	No

NAME OF PARK	LOCATION	EXISTING EQUIPMENT	FUTURE EQUIPMENT	ACTIVE/ PASSIVE	DOGS
Palm Park 16,400 sq. ft. .376 acres	Area at Palm Ave., 3rd St. and I Ave.	One two-seat swing slide	Rustic redwood sign in well of large tree facing Third St., with 2" x 12" redwood facings, two 4" x 4" redwood posts, at an overall height of 2' above the concrete pl nter well with 6" letters; drinking fountain on I Ave. side by meter.	P	Yes
Rotary Park 2,000 sq. ft. .045 acres	Area at Isabella Ave., Park Place and 10th St.	Bench drinking fountain	(9/14) Accepted Rotary Club's donation of drinking fountain with plaque separate from drinking fountain.	P	Yes
SDG&E Park 14,300 sq. ft. .328 acres	Extension of E Ave. between 1st St. and San Diego Bay	3 benches	Letter sent to SDG&E requesting that they bring the park up to Coronado standards, such as I Ave. Park, and maintain the park accordingly. (Some upgrade work done 1/87)	P	Yes
Spreckels Park 349,800 sq. ft. 8.03 acres	Two block area bounded by 6th St., C Ave., 7th St., and D Ave.	Swings, slide, climbing apparatus, gazebo, jungle jim, 2 benches, 4 picnic tables, restrooms, drinking fountains (2), exercise course, merry-go-round, bowling green, flag pole (library)	(7/13) Redwood sign directly in center of park along Orange Ave. facing the Public Library. (10/19) Location of redwood sign should be changed to be toward Seventh Street side of center of park.	P	No

MASTER PLAN FOR PARKS (continued)

NAME OF PARK	LOCATION	EXISTING EQUIPMENT	FUTURE EQUIPMENT	ACTIVE/ PASSIVE	DOG
Star Park 28,400 sq. ft. .651 acres	Circular area surrounded by Star Park Circle	4 benches, monument, flagpole	Rustic redwood sign where Park Place runs directly into park toward monument 10' in (between directional sign and fire hydrant), with 2" x 6" redwood faci gs, two 4" x 4" redwood posts, at an overall height of 2' with 3" letters; drinking fountain adjacent to dedicated bench (toward tree).	A	No
Sunset Park 143,700 sq. ft. 3.298 acres	Rectangular area on Ocean Blvd. and Ocean Dr. adjacent to North Island Gate #5.	No equipment, drinking fountain, footwash	(8/10) Rustic redwood sign at corner of Ocean Blvd. and Ocean Dr. facing 221 Ocean Dr., 50' in from Ocean Dr. and 12' from Ocean Blvd. curb, with 3" x 12" facings, two 6" x 6" redwood posts, at an overall height of 3' with 7" letters.	A	No
Triangle Park 16,400 sq. ft. .376 acres	Triangular area between Palm Ave., F. Ave., and 4th St.	No equipment	No change	P	Yes
Vetter Park 24,900 sq. ft. .571 acres	Triangular area bordering on Cajon Place, Guadalupe Ave., and Jacinto Place	Swing set, climbing apparatus, spring horse, bench	(7/13) Drinking fountain between third and fourth palms (facing Guadalupe from the park) by metering station; move rustic sign to corner of Cajon and Jacinto 30' back from the curb at a total height of 2'.	A	Yes
Vista del Barco Park 21,800 sq. ft. .500 acres	Isosceles shaped area between Glorietta Blvd. and Pomona Ave.	Bench	No change	P	Yes

*Officially naming approved by Council 8/1/89

ADDENDUM: On 8/18/87, Council adopted a resolution authorizing the Director of Recreation to apply for the $26,000 allocation of State Parklands funds for FY88-89 with the following priority: (1) drinking fountains, (2) rustic signs, (3) barbeque cookers, picnic tables with benches, (4) playground equipment.

*$26,000 in FY87-88/$26,000 in FY88-89

Total acres - 34.665

mpp8/89

CHAPTER D

CITY OF CORONADO

PARKING ELEMENT

ADOPTED

FEBRUARY 17, 1987

Revised and Updated
April 19, 1988

City of Coronado

Parking Element

Foreword

The Parking Element is a Permissive Element of the City of Coronado General Plan Policy Document. As a Permissive Element there are no California State guidelines as to the Element's contents. The following general questions were considered in the formulation of this document:

What is the nature of the City's present (and projected) parking problem(s)?

How should parking be provided for the commercial areas (e.g., on-street, on-site, in public or private parking structures, et cetera)?

Where can more parking facilities be provided?

Where are more parking facilities needed?

What parking programs would facilitate the use of existing parking facilities (e.g., shuttles, sign programs, parking permits for neighborhoods, et cetera)?

What should parking standards be for specific commercial and residential uses?

These issues have been addressed by numerous reports conducted by or for the City. While the concepts in this Element are from many different sources, they are presented in a comprehensive and internally consistent package of policies, programs and standards that would be most effective if implemented together. Sources quoted are listed in this Element's bibliography and are referenced in the following manner:

"Quotation or Data (/23/, p.5; /34/)."

Read: Quotation or data taken from bibliographic entry 23 page 5, and bibliographic entry 34.

City of Cornado

Parking Element

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City of Coronado

Parking Element

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Introduction

The provision of adequate vehicle parking facilities is a highly complex matter. This issue addresses not only the apparent technical aspects of parking (such as minimum space size or turning radius) but also controversial policy judgments such as:

How does someone determine what is adequate?
(i.e., does "adequate" off-street parking imply no use of on street parking; and is "adequate" off-street parking measured at the peak use time of the busiest day of the year, or just at a normally busy time of day?)

For what purpose does the parking have to be adequate?
(i.e., is commercial parking perceived as a convenience for local shoppers, as a necessary ingredient for a viable business district, or as a method to prevent the encroachment of commercial parking congestion into the surrounding residential neighborhoods; or stated differently, for which of the above three objectives should the location, amount and pricing of commercial parking be determined?)

The interrelationships between parking, circulation and transportation policies further complicates parking analysis. For example, does the City wish to encourage the use of public transit by reducing the amount of (or increasing the cost of) parking, or does it wish to facilitate shoppers' parking in the commercial areas (and thereby remove it from surrounding neighborhoods) by increasing the amount of (or reducing the price of) parking in these commercial areas? These interrelationships are evidenced by the coordination of the policies and programs presented in the City's General Plan Parking, Circulation and Transportation Elements.

Aspects of Parking Analysis

Some general aspects of parking analysis, which are addressed in more detail in the Comprehensive Plan "Data Document" should be noted. A parking "problem" exists when the community perceives that a "need" for parking is not "adequately" addressed. Note that all of the significant preceding terms are qualitative measures that can result in differing judgments depending upon one's value system. The "need" for parking is a perceived imbalance between the supply and demand for parking in a specific geographical area, or an equity judgment as to the "fair" division of the cost of providing parking in an area. Demand is not just dependent upon land use, but also clientele/resident demographics, the economic health of the business/commercial area, the parking pricing system, transportation alternatives, et cetera. Supply is similarly dependent upon various market aspects such as land costs, governmental standards, lot sizes, et cetera. Carpools, increased transit use, pricing disincentives, et cetera, could be used to reduce the demand for parking, while such things as reducing the required parking space size, increasing the parking space turnover rate and building new facilities could increase the supply of parking. The most effective way to address a parking problem is to institute a parking management system that consists of a coordinated package of both parking demand and supply components.

Figure 1 notes the "Elements of a Parking System". Each of these elements should be considered when analyzing the scope and nature of a parking problem. It should also be recognized that the level or intensity of a parking problem will vary over time. The peak period of parking congestion will vary in accordance with the nature of the land use and its clients or occupants. For example a successful business will likely need more parking spaces than an unsuccessful one, a motel will need more spaces at night while an office will need more in the daytime, and most retail uses have their peak seasons (with the greatest need for customer and employee parking) in December, while restaurants with outdoor seating would have their peak periods during summer. Because of this variation of parking demand characteristics, and the normal differences in parking supply in districts and sub-districts of the City, parking congestion must be identified by specific geographical areas, and mapped by time period. In other words, a commercial parking problem may be more accurately stated as a summer parking problem in blocks "X" and "Y" on weekdays between 11:00 a.m. and 1:00 p.m. Such a defining of the problem is necessary for the proposed solutions to be realistically tested. Page I-34 in the Comprehensive Plan "Data Document" outlines the City's most significant parking problems and summarizes the general status of Coronado's parking situation.

Figure 1: Elements of Parking System*

I. Characteristics of the Parking Space:

Pricing System	Time Duration	Space Size	Space Location	Space Type	Space Access	Space Availability
Free	Long Term	Standard	On site	On street	General Public	Unrestricted
Paid - Metered - Validated - Leased	Short Term	Compact Handicap Special vehicle Valet	Adjoining site Other site	Surface lot Surface structure Under-ground structure	Residents/ occupants/ clients/ employees User category (handicapped, guests, taxi, etc.) Valet	Restricted by: - time of day - time of week - season - length of time

II. Characteristics of the Space User:

Trip Purpose	Use Duration	User Concerns	Frequency of Use	Service Group Group	Use Period
Work	Long term	Handicapped Access	More than once daily	Retail	Time of day
Shop	Short term	Special Vehicle	Daily	Commuters	Time of week
School			5 or 6 times per week	Employee	Season
Personal business			3 or 4 times per week	Residential	
Medical			2 or less times per week	Delivery	
Cultural-Entertainment					
Other					

*This figure is adapted from a figure developed by Rick Kuner in ([13]).

Parking Goals

The Parking Goals of the City of Coronado City Council are:

1. To require that new development or redevelopment provide adequate parking facilities in a functional and unobtrusive manner;

2. To encourage new development to provide more parking facilities than required by the Coronado Municipal Code;

3. To encourage new commercial development to make available any excess parking facilities to either nearby existing commercial establishments that lack sufficient parking or to the City for public parking;

4. To maximize the efficient use of public right-of-way for parking use;

5. To assure that adequate public parking facilities are available in all areas of the City; or if physically or economically unfeasible, to equitably ration existing public parking facilities, while providing priority use to the residents of adjoining residential property or to the customers or users of adjoining commercial or civic property; and

6. To minimize the amount of City land area utilized solely for parking purposes by encouraging the provision of underground or under building parking facilities.

Public/Private Partnership

The term "public/private parntership" is a concept that reflects a belief that the public and private sectors of the economy share common interests for which their individual (and often unique) resources can be applied in a coordinated manner. The provision of adequate parking in the community is a prime instance of where such a cooperative effort is appropriate. The use of public property (particularly public right-of-way) for parking facilities is the most common municipal contribution to such a partnership. The municipal effort also includes the City's willingness to actively encourage, facilitate and assist private efforts to provide parking facilities. Other, more innovative public contributions to this common effort are also proposed in this Element.

Adequate" is a key word in the above discussion. Measurable objectives must be established against which the adequacy of the existing and proposed programs and policies may be gauged. The above "Parking Goals" section of this Element is the first step in establishing such objectives. The City's success in obtaining these goals is therefore a gauge of the adequacy of the City's parking programs. In general, commercial parking facilities should be sufficient to assure economically viable and healthy commercial districts, while residential parking facilities should accommodate the needs of the neighborhood's residents and guests.

Central Commercial and Limited Commercial Areas

In order to assure economically viable and healthy commercial districts, the City of Coronado has developed a Commercial Parking Management Program to equitably distribute existing public parking spaces, to increase the supply of parking spaces where necessary, and to assure that all parking facilities are utilized as efficiently as possible. This program is composed of both regulatory and non-regulatory, and long and short term components. The long term components are large projects that could be developed over a relatively short time frame, but may take a long term time frame to organize and implement. Such projects should be considered objectives that should be obtained as rapidly as circumstances permit.

- Regulations and Standards -

The Coronado Zoning Ordinance provides appropriate parking standards for commercial land uses. These standards usually include calculation criteria for the number of required on site parking spaces which address the intensity of the land use by type, square footage size, occupant load, and employee count (see Figure 3 in this Element's Appendix "A"). These parking standards for commercial land uses will play a key role in the eventual reduction of the parking congestion in the City's commercial districts. However, it should be recognized that these standards also act as disincentives to redevelopment, and favor large scale redevelopment over small scale, piecemeal projects (because large sites will be necessary to meet the parking requirements).

In general, the parking requirement for a mixed use development is the sum total of the parking requirements of the individual land uses that comprise the project. The main exception to this

rule is when a "joint use agreement" is permitted between day and nightime uses that share a common parking facility. In such cases the parking required for either a daytime or nightime use (but not both concurrently) may be reduced by up to fifty percent so long as "there is no substantial conflict in the principle operating hours" of the day and nightime uses. For such common parking facilities to be approved, they must be within two hundred feet and on the same block as the land uses served by them.

All parking spaces must be paved so as to provide a durable, dust free surface. The minimum permitted maneuvering width of the aisle behind parking spaces, the space width, length, and marking, and the permitted location of the parking area are all regulated by the municipal code to assure functional parking facilities. Similarly, the Municipal Code requires screening of some parking facilities, fifteen percent landscaping of parking areas for six or more cars (including a five foot landscaped strip between the spaces and the street), and regulation of the lighting and location of such facilities to assure that adequate parking is provided in an unobtrusive and aesthetically pleasing manner. These functional and aesthetic concerns are dealt with in more detail in the Community Design Element on pages II-i10 and II-i11, and are addressed by the Municipal Code requirement that parking area plans be reviewed at least by City staff and by the Environmental Design Review Commission, and for joint use or common use projects, by the Planning Commission and City Council.

As noted on page II-i10, for aesthetic and pedestrian safety reasons, on site parking should be accessed when possible from alleys or secondary streets,,drive-in automobile oriented uses should be discouraged from locating on Orange Avenue, and commercial parking should not be designed to permit the backing out of vehicles over the sidewalk. To diminish the traffic hazard resulting from utilizing the twenty foot wide alleys as primary access for some private parking areas, all alleys in the commercial areas of Coronado should permit only one way traffic and should be signed to prohibit alley parking.

The City has coordinated its public right-of-way curb and parking space marking, signing and metering program in order to assure efficient use of the right-of-way. The "Parking Meter and Long Term Parking Regulations" presented on Figures 4, 5 and 6 in Appendix "B" are intended to address certain short-comings of the City's parking meter policies that existed until this Element was adopted.

The City maintains a strict and effective program of enforcement of the Coronado parking ordinances. "Effective enforcement and adjudication programs are critical to the success of most parking policies..." Recent experiences in several cities have demonstrated that a comprehensive and well managed parking enforcement program results in:

1. Significant reductions in parking violations;

2. Substantial increases in available parking supply; and

3. Major increases in parking-user revenues." (/25/, p. 438).

The City has recently strengthened its enforcement program by better differentiating the violation bail by the severity of the parking violation. For instance, the "red curb" violation bail has been increased so that it no longer is the same as the bail for an expired meter. Furthermore, City parking ordinances should be reexamined to determine whether they effectively achieve their original intent. For example, the City ordinance controlling loading zones should be rewritten to assure that at least in the commercial areas of Coronado, the loading zones would apply to only commercial vehicles.

- Incentives and Disincentives -

The City recognizes that to expressly prohibit or require certain private actions might not always be the most effective or equitable way to accomplish the City's objectives. Therefore the City utilizes various incentives and disincentives to encourage private actions that lead to achievement of the City's parking goals (as presented on page II-D4).

The "joint use agreement" concept for sharing parking facilities between day and nightime uses, and the "common facilities" provision of the Municipal Code which permits one parking facility to be shared by multiple land uses at or near the facility, both facilitate mixed use development or development on small lots, and act as incentives to the efficient use of City land area for the provision of parking facilities and the reduction thereby of the land area in Coronado utilized solely for such purposes. Similarly, the present Municipal Code provisions that permits public parking spaces to be provided in underground private parking facilities beneath the public right-of-way, tandem parking in conjunction with valet parking, reduced parking aisle widths for angled parking, and that permits thirty

percent of required parking to be compact spaces act as incentives for the provision of public and private parking facilities by reducing the private surface land area that parking facilities need to occupy, thereby reducing the land cost of such facilities. The "nonconforming use" portion of the Parking Ordinance also acts as an incentive to provide and maintain parking, because the remodeling or expansion of structures that are nonconforming due to the lack of required parking is contingent upon maintaining existing parking and/or providing additional parking.

The "parking" overlay zone, by permitting "by-right" public parking facilities, is an incentive to the provision of such facilities in this zone. The City should further encourage the provision of such facilities in the Parking Zone, and the City's Commercial Zones by developing a collection of incentives of value to the land owners that could be variously packaged by the City as an inducement to provide parking spaces that would not otherwise be developed. This incentive package could also be utilized to encourage more attractive or better landscaped parking facilities, and the provision of parking underground or under structure in a manner to conceal it from view. Parking structures combined with other uses (such as shops and stores) on the portions facing sidewalks are presently encouraged by reducing the parking lot landscape requirement to three percent in such cases. The "Public Financing Alternatives" portion of this Element discusses some of the financial incentives that could be components of this collection of incentives. Additional incentives could include such things as reducing aisle width requirements in parking structures for those aisles that service only compact spaces, and City operating arrangements with private property owners to open private parking facilities to general public use when substantial excess parking spaces exist in the facilities above the requirements of the business and the municipal code standards. (For instance, the City might lease the parking structure for public operation, allowing the business to still validate use of the facility for both its customers and employees.)*

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* The Bank of America parking structure located on the 1000 block of "B" Avenue may be the only facility that would be presently suitable for such an arrangement. The Safeway parking lot on the corner of "D" Avenue and Ninth Street could be an additional site for such an operation if the parking facility were expanded by the addition of a second level.

The "Parking Meter and Long Term Parking Regulations" presented on Figures 4, 5 and 6 in Appendix "B" is an example of a comprehensive program of monetary and convenience incentives and disincentives being developed to assure a more efficient use of existing public parking facilities. Other disincentives could be placed in the Municipal Code to guarantee achievement of City objectives. For example, to discourage drive-through facilities from locating on Orange Avenue, the parking standards for such facilities are greater on Orange Avenue than elsewhere in the commercial areas of the City.

Allowing required parking to, under certain circumstances, be valet parking, can also serve as an inducement for commercial projects to provide more parking than otherwise possible.*

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*Valet parking normally should not be encouraged due to the inconvenience, added cost and regulation problems involved with such operations. However, in the cases of large private parking structure operations, the operation of commercial facilities dealing with a small clientele for which the availability of valet parking is a fundamental aspect of the business, or the operation of small commercial facilities that have a certain combination of characteristics to assure the continued adequate functioning of such facilities (e.g., a motel with 24-hour availability of employees such as the manager to act as valet, and where valet service comprises only the overflow portion of the total parking available) valet parking may be appropriate if strictly regulated.

- City Land and Resources -

An issue of long standing is the adequate provision of off-street parking serving the Central Commercial area of Coronado. The high land costs in this area have deterred City acquisition of land for public parking. The parking concepts that follow, depicted on the Figure 2 Location Map, are designed either to provide or to encourage the provision or use of public parking facilities within the Central Commercial and Limited Commercial areas of Coronado. (While parking is not a severe problem in the Limited Commercial area of the City, given the "Landing" condominium complex under construction, the "Old Ferry Landing" commercial complex and pedestrian ferry terminus, and the likelihood of portions of the area being redeveloped, the City should anticipate and address now the parking needs of this section of the City.)

What follows is the site specific portions of the Commercial Parking Management Program discussed above that coordinates the provision and use of parking on private lands, public right-of-way and other public lands to both provide more parking facilities and to utilize provided parking facilities more efficiently. Locations and methods are identified to provide additional public parking. City streets are recognized as a public resource whose creative use might enable the City to increase available public parking. Alternative public and private partnerships for the provision of parking are also identified and summarized. The "Parking Meter and Long Term Parking" concept presented above comprises a portion of this parking program.

Site 1: <u>Public parking lot at Landing condominium complex</u>

This is a portion of the "Parking Meter and Long Term Parking Program" presented on Figures 4, 5 and 6. This site should be signed to allow three hour customer and employee parking for the Limited Commercial area, for use by guests staying at the "Landing" complex, and for users of the new City and San Diego Unified Port District complex of parks and beaches. No parking should be allowed in this lot between 2 a.m. and 5 a.m. The developer of the "Landing" condominium complex has provided this public lot in order to comply with a condition of the project's special use permit.

LOCATION MAP
Figure 2

Four Hour Parking
8:30 AM to
4:30 PM

Site 2: Public Parking Lot on the Corner of "B" Avenue and Second Street

This City lot is another portion of the "Meter and Long Term Parking Program" presented on Figures 2, 3 and 4. This site would be signed to allow "long term" (all day but not over night) employee parking for the Limited Commercial area and the City's Public Services Yard. Since City employees are expected to continue to compose most of the facility's users, the site will remain available to provide parking for the adjoining ball park during the periods that games are usually played.

Site 3: City's Babcock Court and Vacant Adjoining City Land

The "Meter and Long Term Parking Program" presented on Figures 4, 5 and 6 proposes construction of a new City parking lot on this site to provide "long term" (all day but not over night) employee parking for the City's Central Commercial area, on a temporary basis until a "community center" can be built on the site.

Site 4: Safeway Parking Lot on Corner of "D" Avenue and Ninth Street

A multi level parking facility could be provided on this site for either public or public and private parking. Incentives could be developed in conjunction with Safeway to encourage the eventual construction of such a facility. Either the City or a private entity could operate the facility, and Safeway employees and customers could have validated use of it.

Site 5: The Median of Isabella Avenue Between Orange Avenue and "E" Avenue

The "Meter and Long Term Parking Program" presented on Figures 4, 5 and 6 identifies this area as an appropriate site for "long term" (all day) metered parking.

Consideration should also be given to an underground public parking facility under all of Isabella Avenue to service both the adjoining commercial areas and beaches.

Site 6: "C" Avenue Between Tenth Street and Orange Avenue

The end of "C" Avenue between Tenth Street and Orange Avenue presents a unique opportunity for City development of additional public parking in the center of the commercial area experiencing the greatest parking congestion. The City options involving this property range from short range to long range in nature, with the long range options offering the most promise for public gain. The four general options are as follows:

A. One way street, to permit more on street parking;

B. Street closure, to permit a street level parking lot;

C. Street closure, to permit public parking structure; or

D. Street closure, to permit public/private partnership with one or more adjoining property owners to: 1) Redevelop the surrounding private land; 2) Provide a public/private parking facility in the area with access from Tenth Street or from Tenth Street and Orange Avenue; and 3) provide a walking mall from Orange Avenue to Tenth Street (possibly connecting with the "Crown Shops" complex parking area which could be incorporated into the mall).

Each of these alternatives assumes different levels of adaptation on the part of the three adjoining property owners. None of these options should be instituted without assuring adequate access to all properties presently served by this segment of "C" Avenue. Alternatives "A" and "B" may not provide sufficient public benefits to justify the change. Long term option "D" provides the most flexibility to the City and the land owners to assure a development that would provide the greatest benefit to the community.

The basic minimum objectives of such a street closure would be as follows:

A. All three adjoining land owners would agree to coordinate (with City assistance) their redevelopment efforts into a compatible, interrelated phased project that would maximize the pedestrian appeal of Orange Avenue and any newly created pedestrian mall between Orange Avenue and Tenth Street;

B. The resulting redevelopment of the area would contain all of the parking required for the land uses which compose the development that exists on the "C" Avenue right-of-way and on the adjoining private property that is held by the three property owners;

C. Additional public parking and amenities will be provided to at least equal the value of the right-of-way abandoned by the City; the public parking would be controlled by the City and open to the general public;

D. Adequate access to all remaining tenant stores would be provided; and

E. If sufficient parking cannot be provided by one of the three private property owners to comply with the parking requirements of the Municipal Code for the land uses on his property, then that property owner must, to the satisfaction of the City, either arrange for the provision of these spaces somewhere else in this redevelopment area (within 200 feet of his property), or provide to the City some combination of assets and benefits worth at least the value of the spaces not provided.

Site 7: Bank of America Parking Structure on 1000 Block of "B" Avenue

Since substantial excess parking space exists in the Bank of America parking structure above the requirements of the bank and the Municipal Code standards, some type of cooperative effort might be arranged to open this private facility to general public use. For instance, the City might lease the parking structure for public operation, allowing the business to still validate use of the facility for both its customers and employees. The Bank of America parking structure may be the only facility that would be presently suitable for such an arrangement.

Site 8: Public Parking at Jardin Del Sol Condominium

The six unit Jardin Del Sol residential condominium at 835 "D" Avenue has 44 parking spaces, while its residential use would require only 12 spaces. The City should encourage that a portion of the surplus spaces be made available for the nearby commercial uses via an agreement between the owners of the complex and the nearby commercial properties.

Site 9: Vacant Lot on the Corner of "B" Avenue and Tenth Street

This property could be redesignated to permit construction of a public "long term" parking lot. The revised Land Use Element on page II-A13 states that "(t)he "Parking" category overlays the "Medium Density Residential" land use designation...", so either this statement would need to be changed, or the site would need to be rezoned "R-3" and "P" overlay to permit a parking lot there. Since the site adjoins residential uses and is somewhat distant from those facilities in the area that lacks employee parking, this proposal should be considered a much lower priority than those for the prior eight sites, and need not be pursued if the long term proposal for site 6 is deemed to be feasible and likely of success.

Hotel-Motel, Commercial Recreation and Civic Use-Open Space Areas

Most of the "Regulations and Standards" and "Incentives and Disincentives" outlined in the prior commercial areas section would apply to these zones. Many of the development sites within these land use designations are located on San Diego Unified Port District property and have detailed development plans already drawn for them. Some of these areas are within the Tidelands Overlay Zone, and are governed (to the degree that the City has authority over them) by "Municipal Code Subsection 19.58.030"C" displayed on Appendix "A" Figure 3. The Coronado Unified School District has completed a master plan for its properties which denote the eventual location of its parking facilities. The Hotel del Coronado is likewise anticipated to eventually develop a master plan for its property (possibly as a "Specific Plan"), which will detail the projected location, amount and general layout of its parking facilities. The nature of these entities and their existing or proposed master plans reduces the need to provide a detailed parking analysis of these areas of the City in this Element.

Certain site specific concepts for these land use designations do require consideration now.* These sites are identified on the Figure 2 Location Map provided on Page II-D11.

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* It should be noted that Pages II-B48 and 49 of the Public Buildings Element addressed parking problems at City Hall and the Library, recommending provision of eight additional employee parking spaces near the library rear delivery ramp.

Site 10: Old Railroad Right-of-Way in Front of Coronado Yacht Club

Public Parking spaces, properly landscaped and maintained, should be provided by the City at this site for the Tennis Court/Yacht Club area. The City has a lease on this property until the year 2035.

Site 11: City Armory Property Adjacent to Glorietta Bay

If consistent with future land use planning, the armory property is an appropriate site for future public parking development.

Site 12: Hotel del Coronado

The Hotel del Coronado pay parking lots are presently available to the general public, and thereby provide some parking for the City's beaches and Central Commercial district. The City and the Hotel have at various times discussed the possibility of a public/private partnership to provide additional public parking on the hotel's grounds for general public use.

Residential Areas

The primary tenet of the Coronado City Council (as stated in the Comprehensive Plan) is "...to preserve and improve Coronado primarily as a beautiful, pleasant residential community in which to live, work, shop, and pursue leisure-time activities." The phrase, "...primarily as a beautiful, pleasant residential community..." denotes the central importance of the City's residential areas. Parking problems differ in Coronado's neighborhoods as to source, characteristics and degree, and must, in most cases, be addressed on a neighborhood by neighborhood basis. While much of the "Regulations and Standards" and "Incentives and Disincentives" concepts presented in the above "Central Commercial and Limited Commercial Areas" section would apply to the residential areas of Coronado, some concepts unique to residential land uses must now be addressed.

- Regulations and Standards -

Appendix "A" (Figure 3) provides the parking standards for the various residential land uses. The Figure 2 Location Map on page II-D11 depicts a four-hour parking district near the Central

Commercial area of Coronado. This District is proposed to be established in conjunction with the "Parking Meter and Long Term Parking Regulations" (presented on Figures 4, 5 and 6 in Appendix "B") in order to assure that these regulations do not shift the parking congestion from Commercial areas out into residential areas.

Two additional, somewhat unique, on-street residential parking concerns should also be addressed by the City. Storage of recreational vehicles should be prohibited from City streets. Likewise, tour buses should be regulated by perhaps limiting the length of time a motor vehicle may park on City streets with its motor running, or where tour buses may park.

New development is required to provide two parking spaces per dwelling unit. Required parking should not be permitted in residential front yard setbacks, multiple dwelling parking should not be permitted to back out over sidewalks, and tandem spaces can only be allocated in multiple dwelling complexes to the same unit. In order to assure the maintenance of residential parking, required parking spaces cannot be separately rented or leased from the dwelling unit, they should be maintained available for use, and for multiple family complexes, they must be designated and marked for their assigned dwelling unit or use.

Due to the narrow twenty foot width of the City's alleys, alleys in residential neighborhoods should be posted by the City to allow parking on no more than one side of the alley. Such posting should only occur after the affected block residents develop a concensus as to which alley side should be posted. Residents are prohibited from parking in front of their neighbor's garage doors, or otherwise inhibiting use of their neighbor's alley parking areas.

- Incentives and Disincentives -

The residential development standards were extensively revised for Coronado in early 1986. Three of these revisions are intended as incentives for the provision of covered (preferably under structure) parking for residential development. Parking levels of buildings no greater than 6 feet above grade are not defined as stories, thereby allowing an additional floor level in such buildings. Floor space utilized for required parking is not considered in the calculation of the permitted Floor Area Ratio (FAR) for the lot, thereby assuring that the FAR standard does not act as a disincentive to covered parking. Finally, an additional 5 percent of a lot may now be covered by unenclosed

structures such as carports, without reducing the otherwise permitted structural coverage for the property. These standards, taken jointly should assure that most future residential development will incorporate covered (usually under structure) parking.

As noted in the above "commercial" areas discussion, the "nonconforming use" portion of the Parking Ordinance also acts as an incentive to provide and maintain parking, because the remodeling or expansion of structures that are nonconforming due to the lack of required parking is contingent upon maintaining existing parking and/or providing additional parking. The permissibility of tandem parking, and the reduced parking aisle widths required for angled parking are two additional incentive aspects of the Coronado Municipal Code that encourage the provision of parking by reducing the land cost of parking. The provision by the City of a recreational vehicle storage lot could act as an incentive to remove these vehicles from City streets.

The above concepts address the residential parking congestion issue by focusing upon the "supply" side of the "supply" and "demand" equation. "Demand" concepts would reduce the "demand" for parking spaces by reducing the use of private cars. These concepts are addressed in the Comprehensive Plan "Transportation Element", and include such things as carpools, vanpools, staggered commuting or shopping times, a pedestrian ferry, non-motor vehicle transportation, public transit, jitney and taxi service, and telecommuting. Such concepts are directed at reducing motor vehicle use by Coronado residents, individuals working in Coronado but living elsewhere, and tourists. In general, the City should consider parking congestion as a function of both "supply" and "demand" factors, and then address both aspects of the problem if its efforts are to be most effective.

- City Land and Resources -

The discussion on page I-33 of the Comprehensive Plan "Data Document/Master Environmental Assessment" details the present residential (and commercial) parking congestion situation in Coronado. As was noted in this discussion, the reasons and specifics of the problem differ by neighborhood; therefore the responses to the problem should also vary to reflect the unique characteristcs of each neighborhood. The San Diego Association of Governments (SANDAG) completed for the City in November of 1986, a "Coronado Residential Parking Survey" of five of the City's neighborhoods to better determine the nature and extent of this parking congestion. The City is currently studying whether implementing a "parking permit decal program" would alleviate

such parking congestion, and the alternative forms in which such a program could be instituted.* This analysis will require expert consultant assistance. Such a program should not be established without a vote of the people.

Public Financing Alternatives

City regulations, standards and policies, augmented by nonmonetary incentives and disincentives, are unlikely to be sufficient to address all of Coronado's parking problems. Direct action by the City may be necessary in some cases, and circumstances may occasionally require the City to take direct action (e.g., new signing or enforcement program, new public lot, etc.) or to cooperate with some private sector effort to provide public parking. In either situation, some contribution of public funding assistance may be desirable or necessary. Therefore, the ultimate question may well be, what is the most efficient and equitable method to generate the public funds for such projects?

Given the differing characteristics of such projects, there is no one answer to the above question. Instead there is a collection of funding alternatives that can be used in varying combinations to address the unique aspects of each project. While it is not a primary purpose of the Parking Element to provide a detailed explanation of the City's financing options, the following alternatives are available to finance the acquisition of land and/or construction of off-street parking facilities:

A. Pay-as-you go (From annual City budget).

B. In-lieu-fee

C. General obligation bonds (Now possible once again given the June 3, 1986 adoption of State Proposition 46).

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*Parking permit decal programs are intended to address parking congestion by restricting usage of on-street parking in a neighborhood, and then by preferentially relaxing all or a portion of these restrictions for those vehicles that have the required permit. The details of these programs may vary due to the differing nature of the parking problem for each area.

D. Revenue bonds (Revenue Bond Act of 1941).

E. Pledge of Parking Meter Funds (per California Constitution Article XIII, Section 41).

F. Lease-purchase (Many configurations of this option is possible, some with private developers, others with public non-profit entity created just for this purpose).

G. Joint agency financing (For example, City/Port District or City/School District funding of a facility).

H. Parking authority (Parking Law of 1949).

I. Parking assessment district acts (Vehicle Parking District Law of 1943; and Parking District Law of 1951).

J. Parking and Business Improvement Area Law of 1965 (a very flexible Act).

K. Redevelopment - Tax increment financing (Given the priority of School District projects, funding from this source will <u>not</u> be available soon).

"A determination regarding which financing alternative, or combination thereof, may be the most appropriate for the City of Coronado can depend on a variety of considerations, including:

A. Ability of City to participate financially.

B. Policy of City regarding participation by property owners or businesses in the downtown area.

C. Dollar magnitude of project.

D. Timing of project.

E. Ease with which bonds may be sold.

F. Comparative interest costs.

G. Philosophy of City regarding long-term finance." ([16], p. 21).

H. State and Federal tax law.

Due to the high cost, complexity and long term nature of the possible projects, and the specialized knowledge necessary to make proper financial decisions, any action regarding financing alternatives for a major parking facility project should be made in consultation with appropriate financial and legal consultants.

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APPENDIX A (FIGURE 3)

Parking Standards for Land Uses

The following Parking standards are taken from Sections 19.58.030 and 19.58.200 of the Coronado Municipal Code:

19.58.030 Number of spaces required.

A. Non-specified Land Uses. Where the minimum number of parking spaces for a use are not specifically provided for herein, the minimum number of parking spaces for such use shall be established by the Planning Commission, and such determination shall be based upon the requirements for the most comparable uses herein described. (Prior code 926.2)

B. New commercial uses. New commercial uses shall be required to provide only the number of off-street parking spaces that would result in a net increase over the preceeding use regulated by the provisions of this title; except that such uses shall also provide additional off-street parking spaces for all their commercial vehicles.

C. Tidelands Overlay Zone. All development within the Tidelands Overlay Zone shall provide the number of parking spaces required by this Title, or the number of spaces required by California Department of Boating and Water Ways, or the San Diego Unified Port District, or the California Coastal Commission, which ever parking standard requires the greater number of parking spaces.

D. Dwellings.

1. Single family dwelling buildings or duplexes (new construction) two spaces, covered, per dwelling unit;

2. Single family dwelling buildings or duplexes (existing construction) two spaces, one of which is to be covered per dwelling unit;

3. For multiple dwellings, there shall be provided no less than two parking spaces for each dwelling unit.

4. Multiple dwellings, R-5 zone, one and one-half spaces per dwelling unit;

E. Limited residential special care facilities in the Residential-Special Care Development Zone. One space per two habitable units;

F. Nursing Homes, Convalescent Homes or other than General Hospitals. One space for each three patient beds;

G. General Hospitals. One space per patient bed; one space per three hundred square feet of gross floor area of medical or dental office space; plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty;

H. Repealed;

I. Hotels. One space per two habitable units; one space per two employees, determined at the month, day and hour when the greatest number of employees are on duty; 20 percent of the parking spaces required by this Chapter for meeting halls; and 30 percent of the parking spaces required by this Chapter for all other uses on the site (e.g., restaurants, bars, nightclubs, general commercial or retail use, et cetera).

J. Motels. One space per habitable unit, plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty, and 100% of the parking spaces required by this Chapter for all other uses on this site.

K. Business Office, Service, Professional or Retail Use. One space per five hundred square feet of gross floor area, plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty; with a minimum of five spaces required for Banks and Savings and Loan Associations;

L. Repealed;

M. Furniture Stores. One space per six hundred square feet of gross floor area, plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty;

N. Restaurants, Bars, Nightclubs. One space for each three seats and one space for ech fifty-four inches of clear bench space, excluding dance floors and assembly areas without fixed seats which shall be calculated separately as one space for each fifty square feet of floor area; plus one parking space per two employees, determined at the month, day and hour when the greatest number of employeees are on duty; drive-in/take-out restaurants shall have a minimum of ten spaces;

O. Churches, Mortuaries, Funeral Homes, Theaters, Assembly Halls, Auditoriums, Meeting Halls. One space for each five fixed seats, one space for each ninety inches of clear bench space, and one space for each fifty square feet of floor area used for assembly purposes;

P. Service Stations. There shall be a minimum of five off-street parking spaces or one off-street parking space for each pump island and two off-street parking spaces for each service bay, whichever is greater; plus one parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty;

Q. Wholesale Establishments, Warehouses, Service and Maintenance Centers, Research Laboratories, Manufactoring Plants. One parking space for each one and one-half employees, determined at the month, day and hour when the greatest numbe of employees are on duty, or one for each one thousand square feet of floor area;

R. Massage Establishments. One parking space per employee, determined at the month, day and hour when the greatest number of employees are on duty, and one space for each one hundred square feet of gross floor area;

S. Marinas, yacht clubs and dry boat storage yards. Three car parking spaces for every four boat slips and three car parking spaces for every seven dry boat storage spaces for marinas, yacht clubs and for dry boat storage yards that contain boat launching facilities.

T. Schools and Classrooms. One parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty; plus, for high school or adult education classes, one parking space per five students, determined at the month, day and hour when the greatest number of students are enrolled.

U. Drive-up Windows. Facilities with drive-up windows shall not have vehicle drive-up window queuing lines in the turning radius of required parking spaces. Such facilities located on Orange Avenue shall provide five percent more parking spaces than would otherwise be required for the site's land uses. Required queue lines shall be no less than forty-five feet long for ingress from the public right-of-way to the drive-up window.

V. Parking lots or Structures. One parking space per two employees, determined at the month, day and hour when the greatest number of employees are on duty.

<u>19.58.200 Mixed occupancies in a building.</u>
In the case of mixed uses in a buiding or on a lot, the total requirements for off -street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use except a hereinafter specified for joint use.

Appendix B

City Controlled Commercial Parking

Objectives of Proposed Meter and Long Term Parking Program

1. Increase the efficiency with which existing metered parking is utilized (i.e., try to have all spaces used as much as possible and thereby effectively increase the number of spaces available at any one time without physically providing additional spaces).

2. Relocate long term employee parking away from Orange Avenue to presently under utilized locations.

3. Encourage a higher parking space turnover rate on Orange Avenue so that more people can park near the shops each day (and yet still allow parking on Orange Avenue for up to two hours at any site).

4. Minimize the negative impact of the program on the business community by keeping any parking price increases as small as possible.

5. Minimize the program's negative impact on residential areas by discouraging commercial parking from "overflowing" into neighboring residential areas, and by timing the period the spaces are regulated in a manner favorable to neighboring residents.

6. Minimize the conversion cost to the new system by using existing meters at their presnt locations, with only minor timing mechanism changes necessary for the long term parking sites.

7. Accomplish the above six objectives by utilizing pricing and convenience incentives and disincentives (e.g., price of the space, distance of space to destination, time length of permitted parking, number of times the parker must return to car to either move car or feed meter).

Proposed Meter and Long Term Parking Program

1. Establish six types of parking regulations for "Metered Brief Term Parking", "Metered Short Term Parking", "Metered Medium Term Parking", "Metered Long Term Parking", "Free Long Term Parking", and "Free Medium Term Parking" as presented on Figures 4, 5 and 6.

2. Summary of parking fees and time units by duration:

Coin Amount	Brief Term	Short Term	Medium Term	Long Term
NICKEL	15 MIN.	12 MIN.	15 MIN.	24 MIN.
DIME	30 MIN.	24 MIN.	30 MIN.	48 MIN.
QUARTER	30 MIN.	60 MIN.	75 MIN.	120 MIN.

3. Develop the noted free long term lot on city property.

4. Modify the present parking signing in the commercial zones and nearby residential zones as appropriate.

5. Modify the existing parking meters where necessary.

6. In order to avoid pushing some long term parkers out into the residential areas, some residential neighborhoods near the metered commercial parking should be signed for 4-hour or 2-hour parking between 9:00 a.m. and 5:00 p.m. in order to require such vehicles to be moved at least once a day. Note that page II-D17 and Figure 2 on page II-D11 present one way in which such a four hour parking restriction could be applied.

Figure 4
Parking Meter and Long Term Public Parking Regulations

Metered Brief Term Parking:

Location: Five meters adjacent to Post Office; and two meters adjacent to 1014 and 1016 Ninth Street (key shop)

Duration: Maximum of thirty minutes

Time: 8:00 a.m. to 6:00 p.m.

Cost: 10¢ per thirty minutes (therefore, a maximum of $2.00 per day)

Frequency: To park in this area all day, a car would need to be moved a minimum of sixteen times (i.e., minimum of sixteen cars per day may use each space during regulated period)

Metered Short Term Parking:

Location: All metered spaces except those otherwise noted

Duration: Maximum of two hours

Time: Regulated from 8:00 a.m. to 6:00 p.m.

Cost: 25¢ per hour (therefore a maximum of $2.50 per day)

Frequency: To park in this area all day, a car would need to be moved a minimum of five times (i.e., minimum of five cars per day may use each space during regulated period)

Metered Medium Term Parking:

Location: Existing metered spaces on Park Place and Eighth Street, Eighth Street adjacent to the telephone switching station; Ninth Street adjacent to the Safeway parking lot; Adella Avenue adjacent to the Coronado Red Cross building to the corner of Adella and Orange Avenue; and on the Post Office half block (Ynez Place/Adella Avenue) from the brief term meters to the alley.

Duration: Maximum of four hours

Time: Regulated from 8:00 a.m. to 6:00 p.m.

Cost: 20¢ per hour (therefore a maximum of $2.00 per day)

Frequency: To park in this area all day, a car would need to be moved at least twice (i.e., minimum of two cars per day may use each space during regulated period)

Metered Long Term Parking

Location: Isabella Avenue medium between Orange and "E" Avenues

Duration: All day

Time: Regulated from 7:30 a.m. to 3:30 p.m.

Cost: 25¢ per two hours (therefore a maximum of $1.00 per day)

Frequency: One car may use space all day

Free Long Term Parking

Location: City vacant land on Orange Avenue adjoining Babcock Court; and City lot at corner of Second Street and "B" Avenue

Duration: All day

Time: Unregulated except no parking between 2:00 a.m. and 5:00 a.m.

Cost: Free

Frequency: One car may use space all day

Free Medium Term Parking

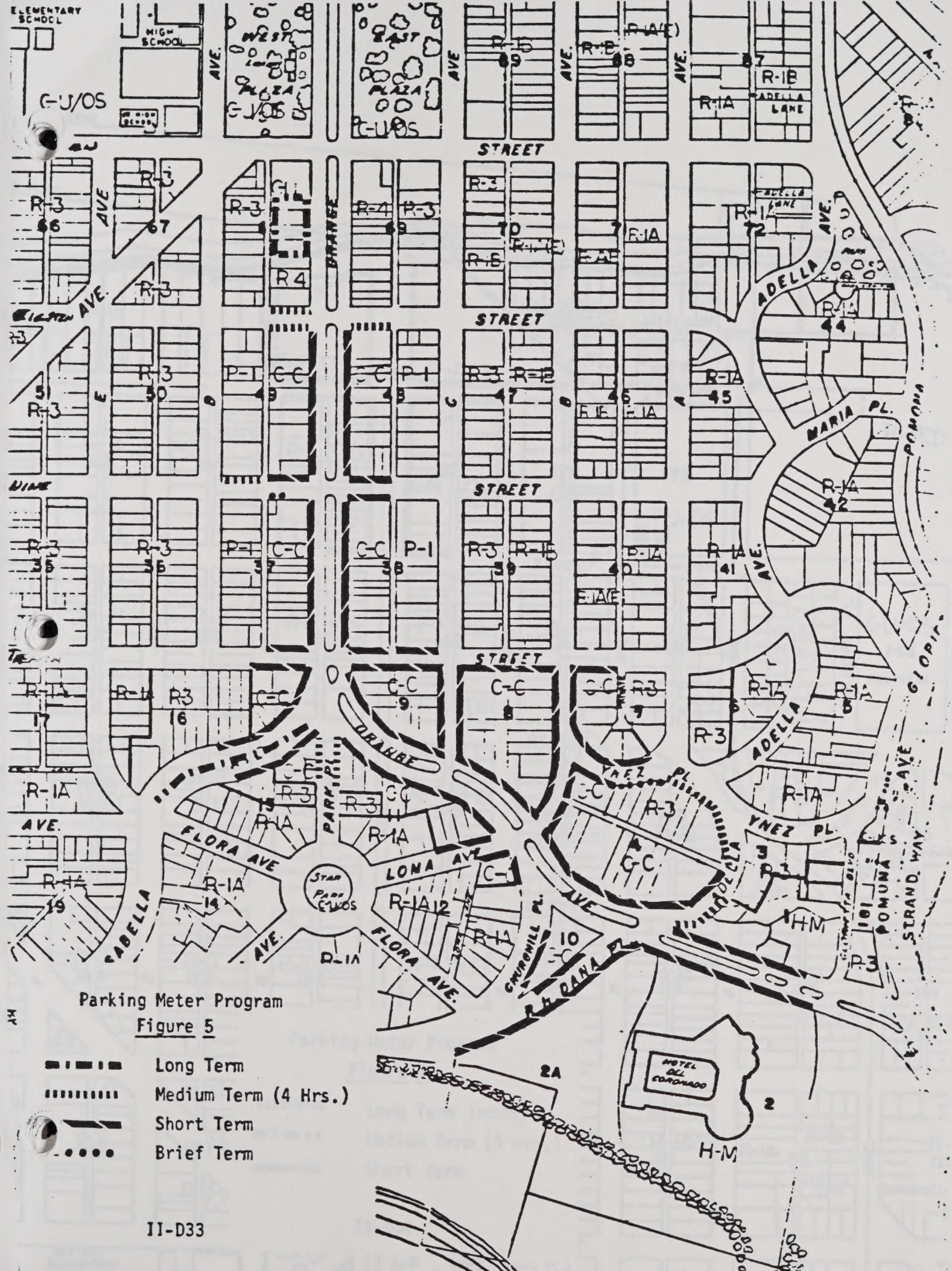
Location: Public lot at Landing Condominium complex

Duration: Maximum of three hours

Time: Regulated from 9:00 a.m. to 5:00 p.m., and no parking between 2:00 a.m. and 5:00 a.m.

Cost: Free

Frequency: To park in this area all day, a car would need to be moved at lease three times (i.e., minimum of three cars per day may use one space during regulated period)



Parking Meter Program

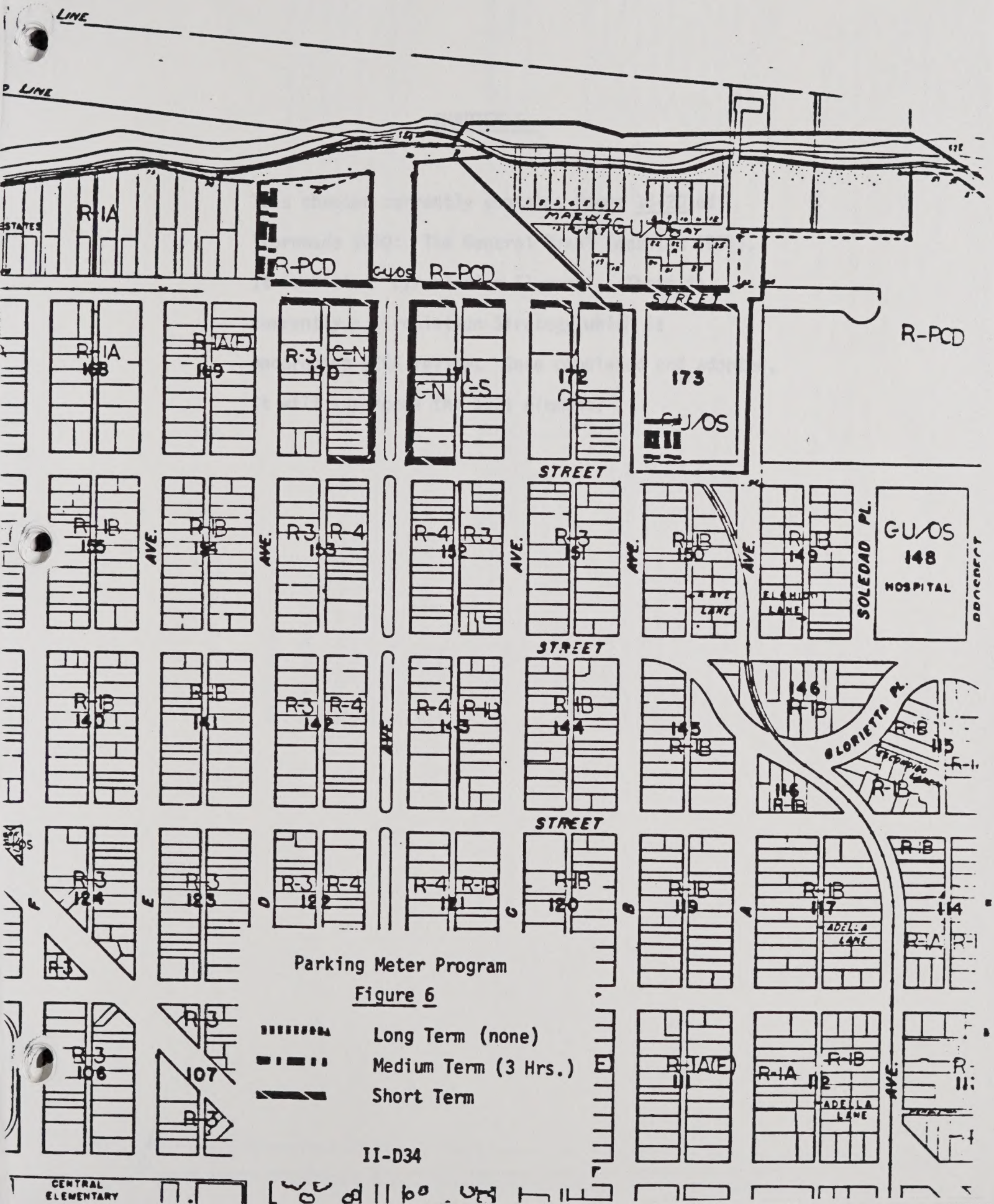
Figure 5

Long Term

Medium Term (4 Hrs.)

Short Term

Brief Term



Parking Meter Program

Figure 6

Long Term (none)

Medium Term (3 Hrs.)

Short Term

CHAPTER E

This chapter currently contains Pages 16-20 of "Coronado 1990: The General Plan" (adopted 1971). It is titled "Circulation Element". There is currently a Circulation Strategy which is undergoing CEQA review. Once completed and adopted, it will supercede the 1971 element.

CIRCULATION ELEMENT

Circulation Classification

Functional classification of the circulation system is essential to planning for orderly urban growth. A circulation hierarchy or classification system must be established based on the desired role for the several transportation elements. Once the classification scheme or framework is specified, the circulation network may be organized and planned according to the scheme.

The fundamental criterion for determining the role of various circulation elements is the importance attached to movement of major traffic volumes. This primary need for moving traffic will compete with other functions which street rights of-way may serve, such as giving access to abutting property, providing visual identity and open space, serving pedestrian travel, etc.

The location and design of circulation elements will vary with their roles; thus it is very important to establish a consistent system of classification by function. Coronado streets have been considered in three basic categories: the arterial street system which carries primary traffic flows to, from, and within the City; the collector street system serving both traffic and land access functions; and the local street system for which local property access and environmental needs predominate.

Plan Development

Any strategy for long-range transportation improvement in Coronado must recognize the existing framework of major streets and related land uses in the community. The future system will be built upon this existing inventory plus the modifications generated by the new bridge.

Future travel needs in Coronado were analyzed, circulation alternatives compatible with projected land uses were evaluated, and community responses were elicited. As a result of this planning process, a recommended Circulation Plan was evolved which is consistent with other parts of the General Plan and matched to future circulation service requirements. This resulting long-range circulation plan is intended as a guide to both public and private development. It is long-range in concept, but should be interpreted in a manner responsive to variations in growth and development as they occur.

The Circulation Plan

Figures 5-A and 5-B illustrate the long-range Circulation Plan for Coronado. The new San Diego Bridge and the Strand Highway (Route 75) are the two arterial highway connections linking Coronado with the mainland.

The Plan proposes that Orange Avenue serve as the arterial connector between the bridge and the Strand Highway. A number of alternative connections for this purpose have been studied, including a one-way couplet system as B and C Avenues or C and D Avenues. The Plan suggests that the City continue to study this possibility. As Orange Avenue traffic continues to build up (daily volume is now approaching 20,000 vehicles), several measures could be taken to substantially increase its traffic capacity. These include part-time or permanent parking prohibition, channelization at intersections to provide left and right turn lanes, narrowing the median to obtain an additional lane, and installing a sophisticated system of traffic signal control.

A collector street system is recommended to support the arterial street framework. Collector streets serve a useful traffic movement purpose in tying together various sectors of the community, and provide some local access to adjoining properties as well. Alameda and Ocean Boulevards are identified as important collector streets framing the western and southern parts of the community with direct connections to the arterial corridors noted previously.

Two other east-west streets are designated as collector streets: Seventh and Tenth Streets, both continuous across most of the City. D Avenue and H Avenue are proposed for collector street service in western parts of Coronado, while Pomona Avenue is recommended as a collector route east of the central area.

Spacing between collector streets approximates a quarter mile (3 to 4 blocks), a dimension well suited to obtaining efficient progressive traffic flow.

The Plan proposes that a study of alternative traffic routes for the major arterial system be undertaken. This study should include:

1. The feasibility of a perimeter road system to carry traffic from the Coronado Bridge to the Strand Highway and to North Island.

2. The feasibility of improving Fourth Street to the standard of Orange Avenue as a major crosstown arterial, including a landscaped median and landscaped buffers on each side of an increased right-of-way; in addition, discussion with the Navy on the possibility of limiting access into the North Island Naval Air Station to the Fourth Street main gate, so that traffic destined for North Island is distributed within the station rather than on City streets designated as residential in the Circulation Element.

3. A study of pedestrian ferry service to the Naval Air Station from San Diego, including possible service to Coronado, as a positive means of bringing about a reduction of traffic now going through Coronado.

Improvements Required

For the most part, the recommended arterial-collector street system either exists today or can be readily programmed, but will require proper identification and traffic control measures to achieve use as an integral system. The new San Diego Coronado Bridge opened to traffic in August of 1969, and should be coordinated with the use of Orange Avenue and its connections to the Strand Highway. The Strand Highway currently provides four-lane arterial service.

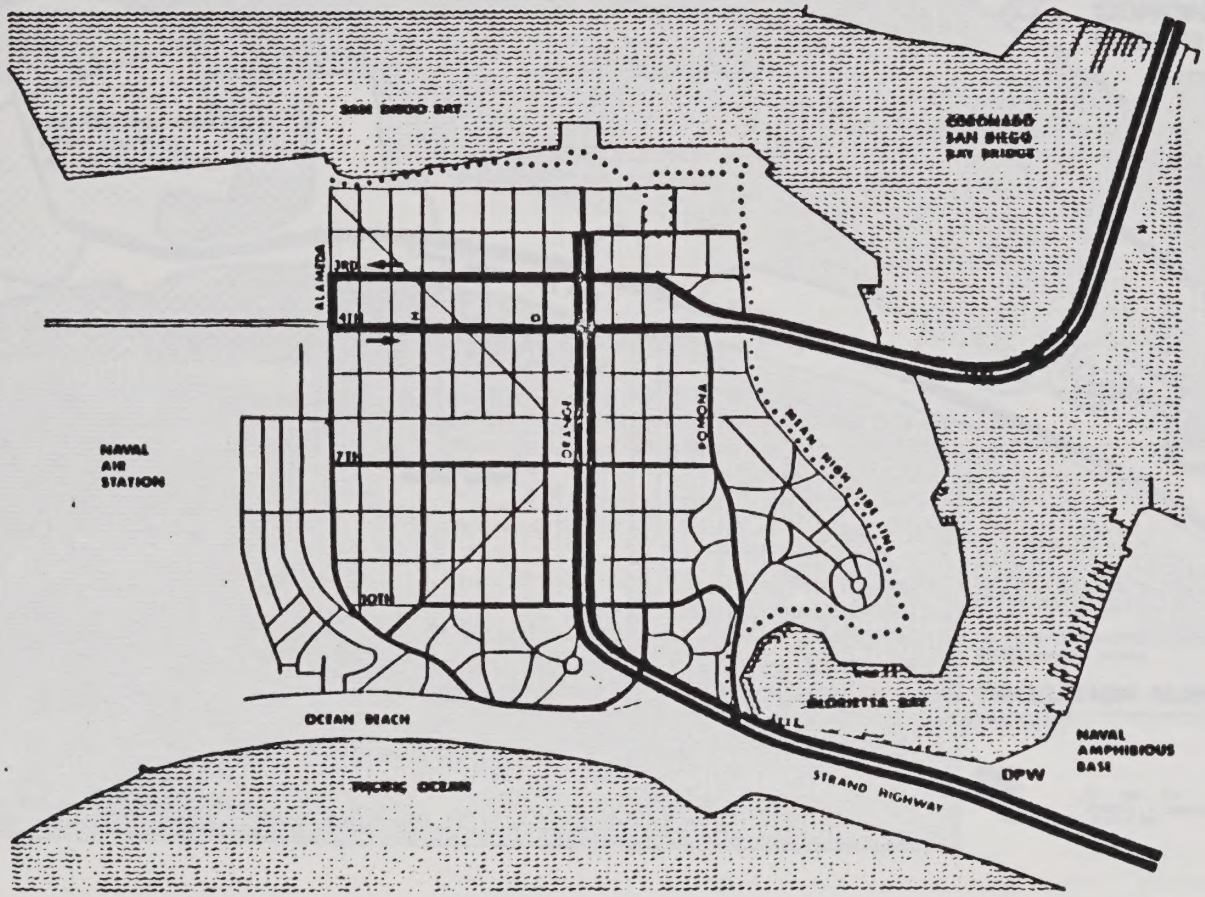
The entire collector street system essentially exists today as part of Coronado's basic grid street network. Collector streets will require only relatively modest traffic control and operational changes to implement as a system complementary to the arterial trunkline routes.

Functional Design Criteria

Major street sizes depend upon both traffic function and traffic capacity required.

A two-way arterial should provide for up to six lanes of travel with opposing flows separated by a median. A right-of-way reservation of approximately 120 feet is typically required to obtain this level of arterial traffic service. A 120-foot section is an appropriate size standard for the two Coronado approach arterials, but various sections have actually been used in development to date. (The new bridge provides equivalent capacity by means of a reversible center lane.) Should the City decide to utilize other one-way arterial streets (in addition to Third and Fourth Streets), pavement widths of approximately 48 feet on 80-foot rights-of-way can accommodate four travel lanes satisfactorily when curb parking is prohibited. Since most Coronado streets now incorporate 48-foot pavements on 80 foot rights of way, this section represents an efficient, ready means of achieving good traffic capacity. To maintain safe, high quality traffic flow, arterials should have limited local access from abutting parcels, and where feasible, a limited number of local street intersections. Substantial traffic capacity on the order of 25,000 and more daily vehicles will be provided by the suggested cross sections.

Collector streets are recommended for two-way traffic with approximately 48 foot pavements on 80-foot rights-of-way,

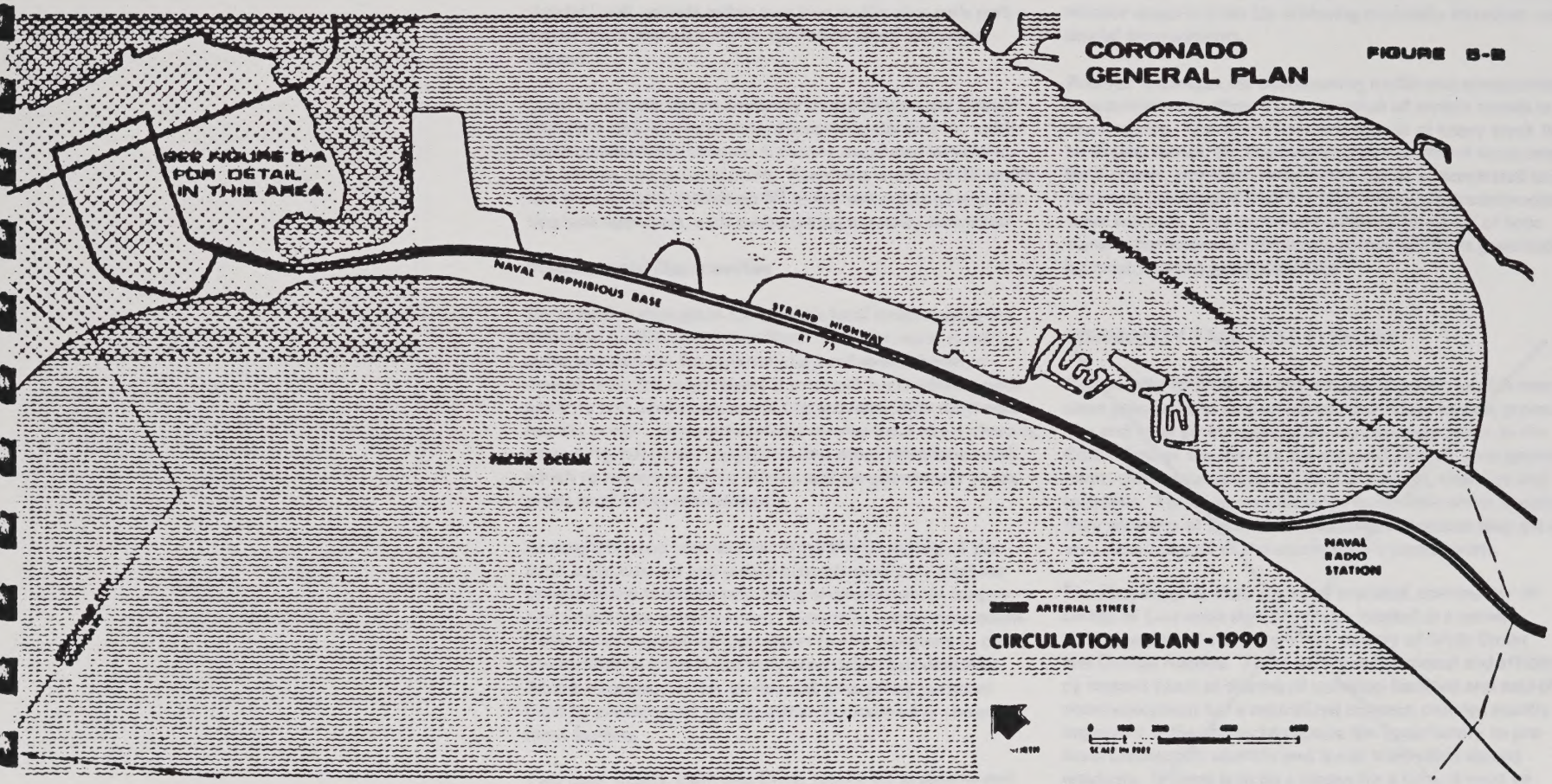


CORONADO GENERAL PLAN

FIGURE 1

CIRCULATION PLAN - 1990

ARTERIAL STREET, 2-WAY
ARTERIAL STREET, 1-WAY
COLLECTOR STREET
LOCAL STREET


CORONADO
GENERAL PLAN
FIGURE 5-2
SEE FIGURE 5-A
FOR DETAIL
IN THIS AREA
NAVAL AMPHIBIOUS BASE
STRAND HIGHWAY
PACIFIC OCEAN
NAVAL
RADIO
STATION
ARTERIAL STREET
CIRCULATION PLAN - 1990

consistent with dimensions existing for most streets. This standard will provide either two lane traffic plus curb parking, or good four-lane traffic operation when and where needed.

Local streets are shown primarily as existing on the Circulation Plan, but without detailed recommendations for modification since their location is closely associated with land use layouts and renewal plans. Pavement widths of 30 to 40 feet are typically needed on 50 to 60-foot rights-of-way for two-lane operation, with curb parking normally permitted.

Environmental Opportunities

No extensive changes in Coronado's local street system are indicated on the Circulation Plan. However, various intriguing possibilities for repatterning local streets begin to emerge once the major street framework is established with capacity and continuity needed to accommodate most community travel. These possibilities involve local street closures, narrowing, cul-de-sac treatments and other techniques with which to minimize traffic effects and simultaneously to improve local living environments.

As neighborhood regeneration occurs in Coronado at the local scale, citizens and public officials should be alert for opportunities to create new living environments in conjunction with street modifications. Generally under these conditions, subordination of local street traffic functions to other environmental goals is not only acceptable, but desirable. Access to properties for service and emergency purposes must be provided, of course, either in modified or replacement fashion.

Two local streets, Palm and Olive, typify the problems and potentials for improvement which the existing local street system poses. Cutting diagonally across the basic grid street pattern, these two streets severely fragment land uses and cause troublesome traffic control conditions as well. The partial abandonment of these streets for public vehicle travel and their conversion to recreational/park uses offers very significant opportunities for achieving especially attractive residential environments.

Another technique for coordinating traffic and environmental improvements involves the designation of certain streets as truck routes. The deleterious side effects of heavy truck traffic (noise, fumes, etc.) can thereby be minimized along most local streets, and truck movements can be concentrated on a relatively few arterial streets well equipped to accommodate these volumes. This technique amounts to a kind of functional classification of the street system which is practiced by most cities to good advantage.

COMMUNITY FACILITIES ELEMENT

Community facilities are those types of public (and in some cases private) land uses which accommodate service, protective and local government administrative operations in the City. Most of the uses are the responsibility of local government, with some exceptions such as schools, churches and hospitals. These uses are included in the Plan either because they are users of significant land areas or because they are a very essential part of the community's environment.

The Plan suggests that, wherever practical, community facilities of City-wide significance be located in a central civic-educational complex in the vicinity of Sixth Street and Orange Avenue. There are some functional and efficiency reasons (such as sharing of common facilities and ease of communication) for a centralized concept; perhaps equally important is the ability to capture the opportunity to promote community identity and social interaction among residents. If there is to be a reason for a City, it must be more than merely a legal device to take care of such housekeeping needs as sewerage treatment and police protection.

Because of Coronado's desirable environmental amenities, it cannot help but attract a sizable component of transient res

CHAPTER F

CITY OF CORONADO

TRANSPORTATION ELEMENT

APPROVED BY PLANNING COMMISSION
MAY 26, 1987

ADOPTED BY THE CITY COUNCIL

JULY 7,1987

TRANSELE

CITY OF CORONADO

TRANSPORTATION ELEMENT

FOREWORD

The Transportation Element is a Permissive Element of the City of Coronado General Plan Policy Document. As a Permissive Element there are no California State guidelines as to the Element's contents. The following general questions were considered in the formulation of this document:

How can the adverse impacts of traffic or parking congestion be mitigated?

What type of transportation modes should be encouraged? (and how?)

How should transportation modes be interrelated?

What level of service is necessary for the various transportation modes?

Should particular transportation modes be targeted for specific segments of the community?

What public facilities are necessary to adequately service the transportation modes?

What transportation programs are advisable?

Are the existing bicycle facilities adequate?

These issues have been addressed by numerous reports conducted by or for the City. While the concepts in this Element are from many different sources, they are presented in a comprehensive and internally consistent package of policies, programs and standards that would be most effective if implemented together. Sources quoted are listed in the Parking Element's bibliography on pages II-D21 through II-D24 and in this Element's bibliography on pages II-F 20 through F 21* and are referenced in the following manner:

"Quotation or Data ([23], p.5; [34])."

<u>Read</u>: Quotation or data taken from bibliographic entry 23 page 5, and bibliographic entry 34.

*<u>Note</u>: Bibliographic entries 1 through 45 are located in the Parking Element, while 46 through 58 are located in this Element.

CITY OF CORONADO

TRANSPORTATION ELEMENT

Table of Contents

List of Figures

Introduction

"Transportation" is the act, state or means of carrying passengers, materials, information or the like from one place to another. In a sense, the "public utilities" discussion in the Land Use Element therefore addresses transportation issues. However, this General Plan Transportation Element focuses upon the movement of individuals and goods to, from, and throughout Coronado. Even with such a focus, the interrelationships between this Element and the Land Use, Circulation, and Parking Elements are significant and numerous. These interrelationships have already been touched upon in the Parking Element, and are evidenced by the coordination of the policies and programs presented in the City's General Plan Land Use, Circulation, Transportation, and Parking Elements.

As the Comprehensive Plan "Data Document" more fully recounts, many of Coronado's transportation issues are directly traceable to the geographic characteristics of the City. Being a peninsula near a large metropolitan area with the Coronado-San Diego Bay Bridge and Scenic Highway 75 (Strand) providing the only road access to the City severely limits the City's inter-urban transportation options. Moreover, the nature, size, and location in the city of the naval bases and the city's beach result in cross-community traffic that negatively affects Coronado residents to a far greater extent than the city's geographic isolation, land area, or population would lead one to expect. To some degree, the military air and water access available to the naval bases, and the civilian water access available to sites on San Diego and Glorietta Bays lessens the geographic transportation constraints experienced by Coronado.

This Element addresses the community's transportation issues by stating city transportation goals, outlining available transportation alternatives, and presenting a comprehensive interrelated transportation program designed to optimize Coronado's transportation system. The provision of such a system is a highly complex matter that requires the addressing of both the apparent technical aspects of transportation (such as bus size) and controversial policy judgements (such as whether use of the bridge should be regulated in a manner to reduce city traffic congestion).

Aspects of Transportation Analysis

Some general aspects of transportation analysis, which are addressed in more detail in the Comprehensive Plan "Data Document" should be noted. A transportation "problem" exists when the community perceives that a "need" for transportation is

not "adequately" addressed. Note that all of the significant preceding terms are qualitative measures that can result in differing judgments depending upon one's value system. The "need" for transportation is a perceived imbalance between the supply and demand for transportation in a specific geographical area, or an equity judgment as to the "fair" division of the cost of providing transportation in an area. Demand is dependent upon land use, clientele/resident demographics, the economic health of the business/commercial area, the transportation pricing systems, parking alternatives, et cetera. Supply is similarly dependent upon various market aspects such as land or fuel costs, governmental standards, the number of users, et cetera. The most effective way to address a transportation problem is to institute a transportation management system that consists of a coordinated package of both transportation demand and supply components.

Figure 1 notes the "Elements of a Transportation System." Each of these elements should be considered when analyzing the scope and nature of a transportation problem. It should also be recognized that the level or intensity of a transportation problem will vary over time. For example, peak periods of parking congestion will vary in accordance with the nature of the land use and its clients or occupants. An additional example of "rush hour" traffic further demonstrates this time factor.

The transportation "mode" refers to the method of travel. If one mode becomes congested, three alternatives (or various combinations of these three alternatives) are possible:

1. The mode's capacity can be expanded (e.g., larger buses, more buses, more bus trips per time period, more road capacity, et cetera);

2. Users could be encouraged/required to use other transporttion modes (including bicycles and walking); and

3. Users could be encouraged/required to reduce or combine their total number of trips during the congested period (e.g., carpools, reschedule work or shopping hours, park-and-ride facilities, telecommuting, et cetera).

Finally, as was intimated above, for any of these three alternatives to be successful, the behavior of the transportation mode users (or prospective users) must be altered. User behavior may be modified in many ways, but most of these ways can be categorized as:

1. Regulation (mandates, restrictions, guidelines, et cetera);

//w//

ELEMENTS OF A TRANSPORTATION SYSTEM*

I. Characteristics of a Transportation System:

Mode of Transport	Mode type of Operation	Pricing System	Time of Operation	User Type	Transport Operation
Pedestrian	Private /Individual	Free	Time of Day	General Public	Private (Profit)
Bicycle	Car/Van Pool	As part of salary	Time of Week		Private (Non-Profit)
Motorcycle	Taxi/Water Taxi	Paid	Season	Segment of population as outlined in Section II below	Public Agency
Car/Van	Jitney	-Metered	Based upon weather conditions		Cooperative
Bus	Dial-a-Ride	-Set fee per trip	Per Event		Other
Truck	Public Transit - Bus, Ferry, etc.)	-Discount tickets	Other		
Rail	Military	Validated			
Boat	Company Vehicle	Leased			
Airplane	Other	Other			
Helicopter					
Other					

II. Characteristics of a Transportation User:

Trip Purpose	Use Duration	User Concerns	Frequency of Use	Service Group	Use Period
Work	Long Term	Handicapped Access	More than once Daily	Shoppers	Time of Day
Shop	Short Term	Weather Conditions	5 or 6 Times per Week	Commuters	Time of Week
School		Proximity to Desired Locations	3 or 4 Times per Week	Employee	Season
Personal Business		Operation Frequency	2 or Less Times per Week	Residential	Based upon Weather Conditions?
Medical		Comfort		Delivery	
Cultural-Entertainment		Dependability		Elderly	
Other		Capacity		Youth	
		Price		Students	
		Other		Other	

*This figure is adapted from a figure developed by Rick Kuner in ([13]).

2. Incentives (low prices, convenience, lack of congestion, time savings, comfort, status, et cetera);

3. Disincentives (high prices, lack of convenience, congestion, time costs, lack of comfort or status, et cetera); and

4. Public education (public relations, promotion, information, propaganda, et cetera).

Transportation Goals

The transportation goals of the City Council of the City of Coronado are:

1. To assure that a coordinated, effective multi-modal transportation system exists in Coronado;

2. To encourage that the various components of the city's public transportation system be operated as efficiently and safely as possible, and in a manner to alleviate the city's traffic and parking congestion;

3. To facilitate the availability of the widest range of transportation mode alternatives as possible;

4. To encourage the use of public transportation modes;

5. To assure that adequate public transportation facilities are available in all areas of the City for those individuals in need of them (i.e., the elderly, disabled, low income, and other non-drivers); and

6. To minimize, and mitigate when possible, any negative environmental impacts associated with public transportation modes.

Public/Private Partnership

The term "public/private partnership" is a concept that reflects a belief that the public and private sectors of the economy share common interests for which their individual (and often unique) resources can be applied in a coordinated manner. This concept was addressed in detail on pages II-D4 and II-D5 of the Parking Element.

The above "Transportation Goals" section of this Element is the first step in establishing the commonality of transportation

objectives of Coronado's public and private sectors. In general, the city's transportation system should be sufficient to guarantee economically viable and healthy commercial districts, facilitate social and commercial interaction and assure vital residential neighborhoods that are fully integrated into the community.

Inter-City Transportation

The City of Coronado Transportation Management Program is presented in the "Inter-City Transportation" and the "Intra-City Transportation" sections of this Element. This program is composed of both regulatory and non-regulatory, and long and short-term components. The long-term components are large projects that could be developed over a relatively short time frame, but may take a long time frame to organize and implement. Such projects should be considered as objectives that should be obtained as rapidly as circumstances permit.

--Bridge, Strand, Water and Air--

By bridge, strand, water and air; these are the ways that goods, materials and people may travel to and from the Coronado peninsula. The air modes of travel, except in emergency circumstances, are totally military in nature and use. Certainly, one of North Island Naval Air Station's primary functions is that of a military airfield. Likewise, much of the peninsula's water travel is conducted by naval vessels operating to and from the air station and the amphibious base. Even much of the city's private water traffic originates at the navy's recreation marinas on the Strand and North Island. The naval air and water traffic, both reduces Strand and bridge traffic congestion by providing alternative transportation modes to the city, and increases the Strand and bridge traffic by creating intense, dense activity centers that generate additional traffic. The net effect of these conflicting trends is difficult to gauge, but certainly results in a major increase in traffic in the city and on the two surface "land" routes to Coronado.

Private boat use to access sites in Coronado similarly lessens street traffic to, from, and within the city. However, since the bridge was opened in 1969 and the vehicle ferry service discontinued, this effect of civilian water travel on Coronado has been relatively insignificant. The bicycle pedestrian ferry service to be inaugurated to the peninsula in 1987 may once again make water travel a significant transportation mode for Coronado. Effective water taxi service on the bay would further increase the significance of water travel for the city.

The bridge and the Strand are by far the most significant transportation routes to Coronado. These are the funnels through which all of the community's land traffic must pour. The obvious disadvantage of this circumstance is that when one of these access points is closed, the stream of traffic to and from the city is disrupted and many individuals are inconvenienced. If both roads are closed, the city is physically isolated and the safety of individuals and property may be endangered if some sort of calamity occurs. However, a less obvious advantage exists because of this geographic situation. The City is physically able, due to this limited access, to regulate the flow of traffic to and from the city in a manner to reduce the "peak-load" traffic congestion impact on the community.

The bridge toll price structure can be used to reduce traffic congestion by encouraging carpooling. The present reduced carpool ticket books in conjunction with existing navy base policies, while less effective than the city would like, has encouraged some individuals to carpool ([50]). Each carpool removes one or more cars from city streets during the period of peak traffic congestion, thereby causing a disproportionate reduction in the impact of the city's traffic congestion on other drivers and pedestrians.

Given the traffic congestion that the bridge encourages and facilitates, the bridge toll should be maintained at a high enough level to assure that both sufficient revenue is generated to mitigate the Coronado traffic congestion that the bridge permits to occur, and that the discount available for carpools is sufficient to encourage the formation and use of carpools.

--Car and Taxi--

Alternatives to private vehicle trips to, from, and through Coronado should be identified, and their use facilitated and encouraged in order to alleviate the comunity's traffic congestion. Taxis, when available, provide direct site-to-site transportation opportunities that permit individuals (particularly visitors, tourists and the elderly or handicapped) to forgo motor vehicle ownership or operation while in the city. Jitney, dial-a-ride, and non-profit services such as the "Volunteer Motor Service" operation for the elderly similarly broaden transportation opportunities.* At present, jitney service is only available from the naval bases to San Diego, or from the Hotel del Coronado to the San Diego Airport or train station. A true dial-a-ride service for the general public no longer exists in Coronado, having been replaced by the Red Cross "Wheels" operation in 1984.

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*Footnote: "Volunteer Motor Service provides Coronado retirees transportation to locations outside the city, but is not equiped to handle wheelchairs. This service operates only from 9:00 a.m. to noon, Monday through Friday. The American Red Cross "Wheels" program provides transportation within Coronado for the disabled and individuals of at least 60 years of age. ([51])

A major method of decreasing traffic congestion in a community is by reducing the community's through traffic by encouraging carpooling. Park-and-ride facilities would be a way to encourage carpooling, and such facilities could be possible in Coronado on the bridge toll plaza (on both sides of the toll booths) and on the Strand.

On the Strand, a park-and-ride facility could be possible at Leyte Road on naval housing property. The existing bridge toll plaza parking lot east of the toll booths could provide an experimental facility to encourage carpooling to the naval bases in the city. Such a facility would most likely be used by some of the individuals who presently park just outside the North Island Gate (particularly if a new decal parking permit program or signing program is instituted near the base). This trial facility could be expanded to multi-levels (either above or below ground) if the small scale experiment establishes that a demand for such a facility exists. If the site constraints prove too limiting for such an expansion, an expanded facility might be established on the San Diego side of the bridge. A similar park-and-ride trial facility could be established on the toll plaza parking lot west of the toll booths to service carpools composed of Coronado residents.

Additional methods of encouraging carpooling that warrant further research are:

1. Preferential parking privileges for carpools at work locations (particularly for major employers, such as military bases, the Hotel del Coronado, and the proposed Crown Isle Hotel);

2. Public information campaigns to encourage carpooling or van pools by:

   A. Informing the public of the value of carpooling;

   B. Informing the public about the regional "Commuter Computer" system;

   C. Encouraging employeers to establish van pools or to facilitate carpools; and

   D. Encouraging and facilitating the Chamber of Commerce to initate a carpool or van pool system (associated perhaps with a preferential parking system for the public parking meters designated for all day employee parking);

3. During peak hours, operating a carpool ticket booth lane on the bridge toll plaza to expedite van or carpool vehicles and buses;*

4. Continuation of the present bridge carpool discount ticket book;

5. The provision by employers of carpool ticket books to their carpooling employees;

6. Development by large employers and/or the Chamber of Commerce of a "personalized matching service" (such as used on North Island by the Navy) to encourage and facilitate the creation of car or van pools;

7. The provision by large employers, a consortium of employers, or the Chamber of Commerce of vans for the formation of van pools;

8. The provision by large employers, a consortium of employers, the City, or the Chamber of Commerce of low interest loans for the purchase of vans for the operation of van pools by some sort of non-profit agency such as the Chamber; and

9. A willingness on the part of employers to be as flexible as possible on work hour scheduling to encourage and facilitate the operation of car or van pools.

"Flextime" programs can make a significant contribution to the reduction of peak-hour traffic congestion. The basic concept of such programs is that employers permit their employees to vary their working hours within certain time constraints so that the employee's working hours more nearly reflect the unique needs, concerns and interests of the employee. A "peak-load" pricing system for parking or bridge tolls would be most effective if employees were free to vary their work hours. The employer could require the employee to set his own schedule within certain constraints such as:

- -

* Footnote: Preferential carpool lanes are not at present proposed for the bridge or Strand because the resulting reduction in the carrying capacity of these routes (that would occur if the carpool lanes occupied existing lanes) would far offset the expected reduction in the vehicle trips traveled over these routes due to increased carpooling.

1. "X" hours must be worked per week or month;

2. The employee must not start earlier than "Y" or later than "Z";

3. Days or hours "A", "B", or "C" must or must not be worked; and

4. No less than "D" or greater that "E" hours may be worked per day; et cetera.

An approach similar to "Flextime" programs is for large employers or an association of employers to move the business hours of their firms either earlier or later than normal to encourage their employees to travel during periods other than the peak rush hour. This approach and the "Flextime" approach have been used somewhat successfully by the North Island Naval Air Station ([51]). However, the City should encourage the navy, other large employers, and the Chamber of Commerce to increase their efforts in this regard.

The electronic metering system presently being tested for the collection of bridge tolls, may reduce the toll booth queues and the resulting air pollution. Such a monitoring system could be utilized with the peak load pricing system mentioned earlier in this Element.

- - Bus - -

The Metropolitan Transit System Strand Route 910 (Strand Express) is a vital link in Coronado's transportation system. Low income families, the elderly and the young are most dependent upon bus service, particularly as a link to areas outside of the community. The existing 910 route is depicted in the Circulation Element and is supported by Route 19 which connects downtown San Diego with North Island Naval Air Station during the peak morning commute hours. The Strand Route (as the name implies) traverses the city from Imperial Beach up the Strand to Orange Avenue and then to North Island and San Diego via either (depending upon direction) Third or Fourth Avenues and the bridge. All of the City's existing Transportation Development Act (TDA) money is committed to maintaining this route. Effort should be made to further encourage bus usage for the following reasons:

1. Reduction in the net number of vehicles on the roads;

2. Reduction in peak-hour traffic;

3. Improved air quality;

4. Reduction in the public subsidy necessary for operation of the bus system; and

5. Possible increase in the frequency of the buses on the route.

A few of the possible ways to encourage bus usage are:

1. Increase the frequency of bus service on the routes;

2. Expand Route 910 to serve the Coronado Hospital and the "Old Ferry Landing" commercial development (and pedestrian and bicycle ferry terminal); and

3. Coordinate bus schedules with operation of the pedestrian/bicycle ferry;

4. Provide unobtrusive pedestrian bus shelters that are lighted, exhibit bus routes and schedules, and are designed to require minimal maintenance;

5. During peak hours, operate a "High Occupancy Vehicle" (HOV) ticket booth lane on the bridge toll plaza to expedite buses or carpool vehicles.

6. Equip the buses and the toll booth with the necessary devices to allow the buses to be incorporated into the electronic metering system presently being tested for the collection of bridge tolls;

7. Provision by employers of bus ticket books to their out-of-town employees;

8. Provision by a consortium of employers, or the Chamber of Commerce, of bus ticket books to out-of-town residents working in Coronado;

9. Maintenance of the monthly bus discount pass system with additional discounts to students and the elderly;

10. A willingness on the part of employers to be as flexible as possible on work-hour scheduling to encourage and facilitate bus usage;

11. Develop a validation system by which parons of participating stores can obtain discounted bus tickets;

12. Develop a program by which out-of-town prospective shoppers can obtain discount bus tickets from the Chamber of Commerce or a consortium of local merchants;

13. Increase the number of sites in Coronado where bus passes or tickets can be purchased by other than exact change;

14. Coordinate the scheduling and routing of intra-city shuttle bus or jitney systems to the bus operation in a manner similar to the existing "NAS North Island Shuttle";

15. Maintain the existing bus bicycle racks;

16. Develop two transit tricket and pass sales outlet locations:

A. At First Street and "B" Avenue in conjunction with the pedestrian/bicycle ferry ticket booth; and

B. At Seventh Street and Orange Avenue in Babcock Court in conjunction with the Chamber of Commerce visitor center;

17. Develop a more cheerful, eye-catching signing program for the bus stops in accordance with the regional sign program presently under development by the Metropolitan Transit Development Board (MTDB);

18. Develop a public information campaign;

19. Add the "Old Ferry Landing" commercial development (which is the terminus of the pedestrian bicycle ferry) as a site where cyclists can board or disembark a bus with their bicycles;

20. Locate sites in Coronado in conjunction with bus stops to locate temporary bicycle storage lockers or bicycle racks (e.g., the "Old Ferry Landing" development, the Coronado Hospital, et cetera);

21. Create a shuttle bus or jitney system that stops at the City's major hotels and motels and major regional tourist attractions such as Balboa Park/San Diego Zoo, Seaworld, and the San Diego Wild Animal Park;

22. The City Recreation Department, School District and Chamber of Commerce cooperate in sponsoring or encouraging private sponsorship of occasional day or multi-day trips to recreational areas outside the region;

23. Develop a transfer agreement between the appropriate agencies to allow single tickets for MTDB bus lines, the San Diego Trolley, or for the Coronado Pacific Trolley shuttle bus system to be utilized to receive a discount purchase price for pedestrian bicycle ferry tickets (and visa versa), and for MTDB "Day Tripper" transit pass use for the ferry.

24. Maintain the existing MTDB "Day Tripper" (1-, 2-, or 3-day) transit pass program for recreational bus use.

25. Provide a shuttle bus or jitney service (operated by or for the Navy) between military installations within and outside the City.

- - Ferry and Water Taxi - -

The Circulation Element of this Comprehensive Plan depicts the proposed routes of the pedestrian and bicycle ferry that will commence operation in mid 1987. This transit system could accommodate communter use to North Island, commuter or shopper use to San Diego, and recreational use. However, its present tentative routing (just to the "Old Ferry Landing" commercial complex) and scheduling (not starting until 10:00 a.m.) will relegate this operation to that of a recreation and shopper mode of travel. The City should encourage the San Diego Unified Port District to permit the operator of the ferry to expand operation hours and routes to facilitate commuter use of the ferry. North Island Naval Air Station should be directly serviced by the ferry, and study should be made of the demand and facilities for similar service to the following locations:

1. Naval Amphibious Base;

2. Glorietta Bay;

3. (Proposed) Crown Isle Hotel (at Coronado Cays).

The ferry will best contribute to Coronado's transportation system if its operation is coordinated with the operation of the City's other transportation services. Discount commuter ticket books should be available. MTDB "DAY TRIPPER" transit passes (or some similar program) should be available for combined ferry and bus use by passengers. Bicyclist use should be encouraged with the ample provision of bicycle racks or bicycle storage lockers on both the ferry and at the ferry terminals. Signing should encourage bicyclist use of the ferry, and boarding facilities should facilitate such use.

Water taxi landing sites are addressed in the Circulation Element. Water taxis are capable of expanding the transportation opportunities of Coronado residents. They perform on water the tasks handled on land by taxis, dial-a-ride, jitney and shuttle bus operations. They are not only a useful transportation link to other shoreline sites inside and outside the City, but they (and the ferries) can provide a community both a new recreational opportunity and an appealing ambiance. Therefore, water taxi services should be encouraged and facilitated in Coronado.

- - Bicycle - -

Bicycle use is a minor aspect of the City's Transportation links with the region. Most of this linkage is recreational in nature. Modifying the proposed operation schedule of the pedestrian and bicycle ferry would greatly increase the opportunity for bicycling to become a significant portion of Coronado's inter-city transportation network. Many of the concepts presented in the above "Bus" and "Ferry and Water Taxi" discussions directly deal with or affect bicycle usage. Therefore, the above sections should also be consulted for bicycle related concepts.

- - Non-Vehicle (Telecommunication) - -

"Transportation" is defined in this Element's "Introduction" as "...the act, state or means of carrying passengers, materials, information or the like from one place to another." This "Inter-City Transportation" segment of this document has focused upon most of the transportation ties that Coronado has with the region. Truck material haulage is addressed in the following "Intra-City Transportation" segment, while non-vehicle transportation will be addressed here.

Walking, swimming or horseback riding are hardly the mode of choice for visiting Coronado. The bay and distances are obstacles too large for most modes of non-vehicle transportation to be serious travel options to or from the City. However, modern technology has enabled the transmitting of large amounts of information through the air or various types of cables (e.g., telephone lines, optic cables, et cetera). Delivery services (including the U.S. Postal Service) similarly can carry large amounts of data in small cassette tapes or computer floppy disks. These advances in technology now make it possible for employees to compose or process information at home for employers in far distant locations.

People can now "telecommute" to their jobs at home via their home personal computers. New personal computers are so powerful in

their data storage or processing capabilities that one person firms (as home occupations) can easily consult or process data for clients over the telephone from their residences. Such "clean industry," or "telecommuting" can readily reduce a community's traffic if they become a significant portion of the community's workforce. For example, each "telecommuter" translates into one less commuter automobile entering or leaving the City. Even on days when the "telecommuter" is forced to personally visit his main office, he may well have the flexibility to travel at off-peak-hour periods, thereby lessening the peak-hour traffic congestion experienced by others.

"Telecommuting" and similar non-vehicle Transportation methods should be encouraged when possible. The City's home occupation regulations should remain flexible enough to permit such activities as long as they are in no way a nuisance to the surrounding neighborhoods. The military bases should be encouraged to allow their employees, within national defense needs, to telecommute" when possible. The City should encourage the private utility companies (e.g., electric, telephone, cable television, et cetera) to maintain their facilities at a level of technology and service to facilitate the most advanced usage of telecommunications.

Intra-City Transportation

This portion of the Coronado Transportation Management Program builds upon the foundation of the "Inter-City Transportation" segment of this Element. The City's internal transportation network is highly important in the integration of residential neighborhoods and commercial centers into a viable, healthy city. As such, this transportation system must be designed and operated to fully coordinate its components to assure the effective interaction of all social and economic sectors of the community.

- - Car and Taxi - -

The importance of automobile transportation to California suburbs is a long studied and recounted subject. While Coronado was plotted in 1886, its wide streets, alleys, topography and general layout lend itself to car (and bicycle) use. Parking constraints in the Commercial areas of the city, while occasionally an irritant, are not significant deterrents to private vehicle use. (The Parking Element should be consulted to understand the City's policies and strategies for addressing these parking constraints.)

Private vehicle use should not be considered the villain in the transportation story. The family car provides millions of

americans mobility, independence and opportunity for employment, schooling, shopping, health care and leisure time activities. The emphasis should instead be on minimizing and mitigating the adverse impacts of private vehicle use, and reducing private vehicle use when possible.

As was noted earlier, transportation opportunities that permit individuals to forego motor vehicle ownership or operation while in the city, will likely decrease the total amount of vehicle miles driven in the community. Taxis, jitney, dial-a-ride, and non-profit services such as the American Red Cross "Wheels" program* provide such opportunities to forego private vehicle operation. As such, these services should be encouraged and facilitated by the City when feasible. Proposed jitney service must receive special scrutiny, however, for such a service should not be permitted to operate in a manner to deplete the rideship or lessen the viability of the community's bus service.

- - Bus, Truck and Water Taxi - -

The City's bus system is not only an important inter-city transportation link, but a major intra-city link as well. The significance of the bus system to the City's internal transportation system has been greatly increased with the institution of the "Coronado Pacific Trolley." This "trolley's" route is depicted in the Circulation Element, and will cross Coronado servicing the new San Diego Unified Port District hotels and commercial development, the City's commercial districts, the Hotel del Coronado, and the Coronado Cays. These rubber-wheeled, "period" trolleys are projected to have a fifteen minute headway (operating frequency), and have a seating capacity of 34 passengers, with an additional standing capacity of 16 riders. Discount tickets are planned for Coronado residents, and senior citizens are planned to ride free. Coordinated with the pedestrian and bicycle ferry, this new service should prove a boon to the City's tourist industry and commercial districts.**

- -

* Footnote: "Wheels" operates from Monday through Friday (except for holidays) from 8:00 a.m. to 6:00 p.m. This service transports seniors 60 years or older and disabled citizens anywhere within Coronado. The similar "Volunteer Motor Service" is for those elderly that need to visit medical services outside the City. ([51])

** Footnote: Many of the recommendations for the bus system under the above "Inter-City Transportation" "Bus" section would apply equally well to this operation; however, the different rideship and objectives of this service needs to be addressed when trying to adapt these concepts.

The Coronado Unified School District operates a daily program of home-to-school transportation for approximately 400 students. These students reside primarily in the Cays, the Strand housing, and the Naval Amphibious Base. The transportation is provided through a lease agreement with an external agency. In addition, the district provides transportation for special education students, special event transportation to athletic events and field trips, using district-owned buses.

Trucks move society's goods and produce. Without trucks urban centers or culture probably could not exist. Yet trucks are hardly the most appreciated parts of the urban scene. They can be dangerous, unsightly, noisy, filthy, malodorous polluters that intimidate or inconvenience drivers, bicyclists, or pedestrians; and still they are necessary and must be accommodated to some degree. The Circulation Element presents the City's adopted truck routes. When possible, truck drivers should be encouraged to load and unload in alleys or at properly marked curbs. Consideration should be given by the City and the Chamber of Commerce to designating certain non-peak hour traffic periods for commercial deliverly time. The Navy should likewise be encouraged to move material, equipment and personnel during off-peak traffic periods, and to encourage Navy contractors or concessionaires to do the same.

A water taxi system could not only link the City to other coastal areas in the region, but also tie the bayshore areas of the City together. Water taxi service could be both of a jitney or shuttle bus nature with set routes and schedules, and of a true "taxi" nature (available on call for small groups). For such a system to be most effective, a range of ship size, capacity and speed would be most advisable.

- - Bicycle - -

The City's wide streets, flat topography and compact grid geography are ideal for bicycle transportation. The region's mild weather, the centralized nature of the village's facilities, and the community's relaxed life style contribute to the appeal of bicycle transportation. Bicycle usage should be encouraged and facilitated. Safety is an issue of utmost importance. The Circulation Element notes the City's bicycle paths, lanes and routes. Ample signing should be provided for all bicycle facilities to encourage usage. Bicycle racks or storage lockers should be provided wherever the demand for them exists. (Most of the City's parking meters are already equipped with individual bike lock devices.) Tourist maps of the biking road system should be made available that include safety advice on the street

system, police and hospital facilities, and locations where bicycle rental or repair help can be found. The location in the City of additional bicycle rental and repair facilities should be encouraged, particularly in conjunction with the pedestrian and bicycle ferry facilities.*

- - Pedestrian - -

Given all of the reasons mentioned in the above "Bicycle" discussion, the pedestrian should be "favored" in Coronado, particularly in the City's commercial areas. To some degree, he (she) has been, but the pedestrian ambiance has been lessened over the years by some non-human scale development. This trend is now being reversed by the policy decisions taken by the City in the recently adopted General Plan Community Design and Parking Elements. Policies in these Elements are intended to retain and enhance the community's pedestrian environment in the commercial districts, and to encourage Coronado residents and visitors alike to experience these areas as pedestrians. Property owners must continue to be encouraged to develop with the pedestrian in mind. Large redevelopment, when it occurs, should incorporate open landscaped malls and plazas, street furniture, public art and graphics, and facilities for the bicyclist or transit user. Appealing street festivals or entertainment should be considered by the City and Chamber of Commerce to liven the street scene occasionally during the year. Signage should be tasteful, but engaging, and situated to be legible to both pedestrians and drivers. Study should be made by the City and the Chamber of Commerce to the strategic placement of a few mall-type identifier maps to help pedestrians locate either public facilities or particular types of merchandise. If feasible, centralized public parking facilities should be built to encourage pedestrian usage of the central commercial area. (Such a facility would be a logical location for the identifier maps.) Finally, while bicycle and pedestrian travel <u>to</u> the commercial districts should be encouraged, only pedestrian travel should be encouraged <u>in</u> these districts (due to the existing traffic hazards, and the safety concerns of mixing these two transportation modes in congested areas).

The residential areas of Coronado have particularly walkable, broad streets (often with little traffic), and abundent

- -

*<u>Footnote:</u> Please also note the bicycle related concepts presented in the "Bus" section starting on page II - F10 of this Element.

landscaping and street trees. Serene neighborhoods composed of attractive homes of many styles and periods entice and charm the walker. The grid street pattern, the easily comprehended street name pattern, the varying of the street tree species by street, the compact nature of the village with the main public and commercial facilities at its center, the unique landscaped center divider of Orange Avenue, and the surrounding beach, bay and ocean, all create a unique and comprehensible "sense of place" that is both appealing and readily interpreted and traversed. In other words, Coronado neighborhoods offer the pedestrian (both stranger and resident), a pleasant, non-threatening, afternoon's walk. The City should preserve, enhance and augment those community characteristics that combine to create this atmosphere and "sense of place."

- - Non-Vehicle (Meals-on-Wheels) - -

The above "Non-Vehicle (Telecommunication)" discussion focused upon a number of transportation issues that would have some significance to the City's internal transportation system that will not be reintroduced here. However, there are services in the community that enable the elderly or handicapped to live in the community outside of institutions without having to travel to obtain their daily needs. The Coronado Hospital supported "Meals-on-Wheels" non-profit program enables the handicapped (whether from age, injury or illness) to obtain Monday through Friday two nutritious meals per day. Similarly the non-profit "In Home Supportive Services" program provides on week-days home care and shopping services for the disabled. This program is supported by Medi-Cal. These programs, in conjunction with the previously outlined "Wheels" and "Volunteer Motor Service" programs provide vital transportation services to a growing segment of the community. The health care costs of the community will grow slower, and the independence of these patients will be maintained longer, so long as these programs effectively operate. Therefore, the City should encourage, and facilitate when feasible, the operation of these and similar programs.

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(continued from the Parking Element Bibliography on pages II - D21 through II-D24)

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1. INTRODUCTION

REGIONAL SETTING

Coronado is located on a narrow peninsula of land at the southwestern edge of San Diego County. Bounded on the west by the Pacific Ocean and the east by San Diego Bay, the community, which is more than 100 years old, is noted for both it's small town atmosphere and ocean resort environment. Commonly referred to as an island, there are only two automobile access routes to Coronado:

1. The Coronado Bridge (a component of State Highway 75) which links the City with urban San Diego County.

2. The continuation of State Highway 75, terminating in the City of Imperial Beach.

Exhibit 1 shows the regional setting of Coronado within the context of southern California. The City's regional setting in San Diego County is shown on Exhibit 2. The plan-area for the Housing Element is shown on Exhibit 3.

Of the incorporated communities in San Diego County, Coronado has the highest average land and dwelling unit values. This real estate market condition is caused in part by the City's proximity to the ocean and its island-like characteristics. Coronado is a popular tourist attraction and tourism is the City's major industry, followed by the military installations. In fact, Coronado provides a sharp contrast to North Island Naval Air Station in the northern portion of the City, and the less affluent cities to the east and south of the City. This contrast to the other cities is also evident when comparing median incomes. Coronado, in the 1980 Census, had the third highest household and family median incomes in San Diego County.

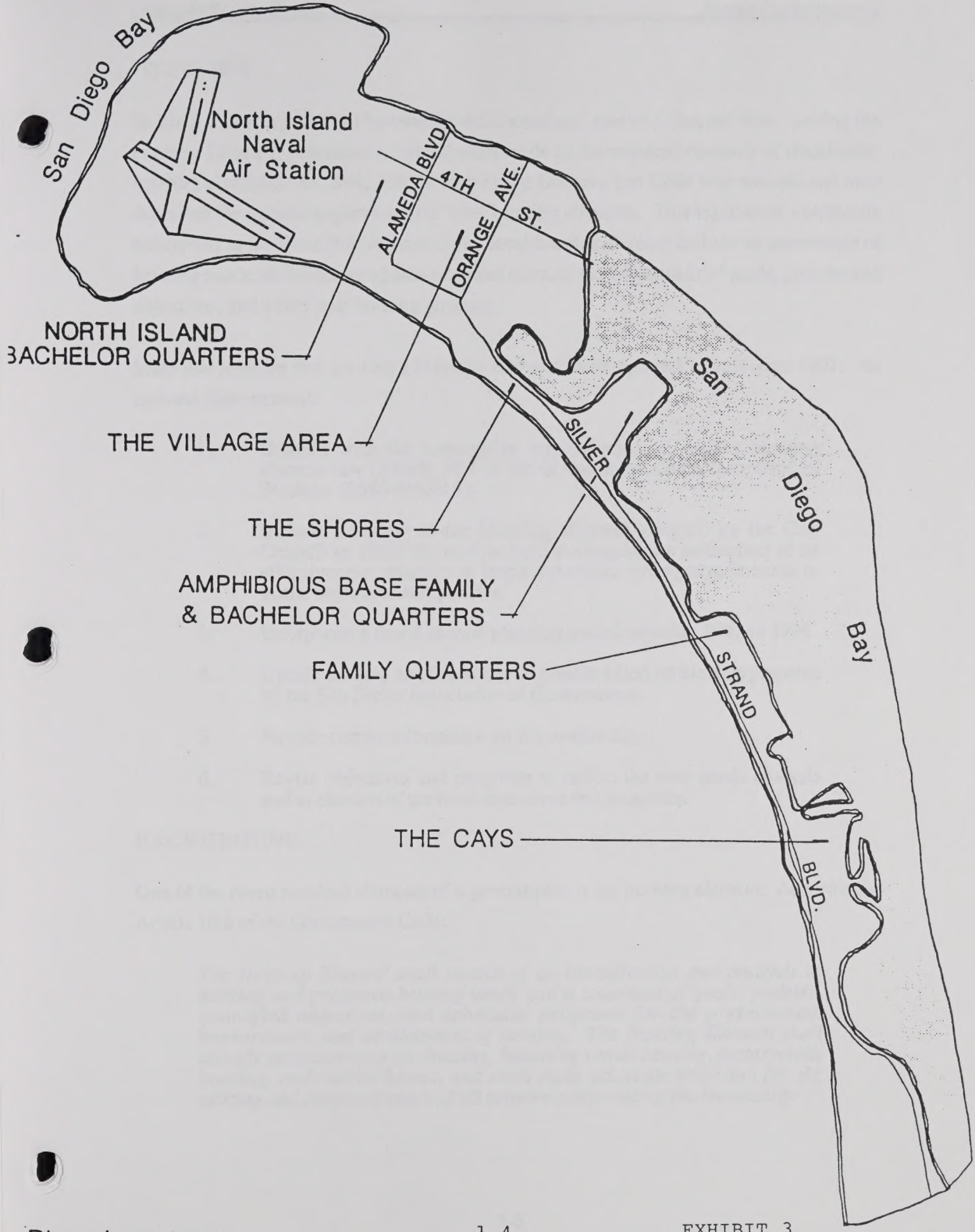
In conjunction with market values and median incomes, Coronado's housing stock is generally in good to very good condition. There are a number of houses that are historically important and some of those units have been restored. The most prominent historical structure in the City is the Hotel Del Coronado which is a National Historical Landmark.

Regional Setting within Southern California
CORONADO HOUSING ELEMENT

EXHIBIT 1

Regional Setting

EXHIBIT 2



Planning Area
CORONADO HOUSING ELEMENT

EXHIBIT 3

NORTH

OVERVIEW

In 1967, a housing element became the third mandated part of a General Plan. During the ensuing 15 years, numerous revisions were made to the required contents of community housing elements. In 1981, Article 10.6 of the Government Code was enacted and now describes the content requirements of local housing elements. This legislation, commonly referred to as the Roos Bill, requires that a local housing element include an assessment of housing needs; an inventory of resources and constraints; a statement of goals, policies and objectives; and a five-year housing program.

State law requires that the City's Housing Element to be updated by mid-year 1991. An updated element must:

1. Comply with the substantive requirements of current housing element law (Article 10.6 of the Government Code, comprised of Sections 65580-65589.5).

2. Include a review of the Housing Element adopted by the City Council in 1987; the review must encompass an evaluation of its effectiveness, progress in implementation, and appropriateness of goals, objectives and policies.

3. Incorporate a new five-year planning period covering 1991 to 1996.

4. Update existing and future housing needs based on the data prepared by the San Diego Association of Governments.

5. Provide current information on site availability.

6. Revise objectives and programs to reflect the new needs analysis and evaluation of previous objectives and programs.

BACKGROUND

One of the seven required elements of a general plan is the housing element. According to Article 10.6 of the Government Code:

> *The Housing Element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. The Housing Element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobile homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community.*

There are three subject areas that must be covered in a housing element including: 1) an assessment of housing needs and an evaluation of resources and constraints relevant to meeting these needs; 2) a statement of the community's housing goals, quantified objectives and policies; and 3) a housing program setting forth a 5-year schedule of implementation actions.

AUTHORIZATION

Housing elements were first mandated by legislation enacted about two decades ago in 1967. In 1977, "Housing Element Guidelines" were published by the State Department of Housing and Community Development (D/HCD). The "guidelines" spelled out not only the detailed content requirements of housing elements but also gave the D/HCD a "review and approval" function over this element of the General Plan. In 1981, the Roos Bill was passed, thereby enacting Article 10.6 of the Government Code. This bill, in effect, placed the guidelines into statutory language and changed the D/HCD's role from "review and approval" to one of "review and comment" on local housing elements.

The intent of this document is to establish appropriate new policy and to reaffirm existing goals, policies and priorities set forth four years ago in the 1987 document. The purpose of the Element is to produce new, updated information and to comply with the periodic updating requirements of Article 10.6.

General, statewide purposes of local housing elements are influenced by the legislative policy and intent of Article 10.6. Section 65581 contains the following declarations which describe the legislature's intent in enacting the most recent revisions to the housing element law:

> "(a) To assure that counties and cities will prepare and implement housing elements which, along with federal and state programs, will move toward the attainment of the state housing goal."
>
> "(b) To recognize that each locality is best capable of determining what efforts are required by it to contribute to the attainment of the state housing goal, provided such a determination is compatible with the state housing goal and regional housing needs."
>
> "(c) Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community."

"(d) The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the state in addressing regional housing needs."

The Housing Element is organized to present information according to the six principal topics listed below:

Part 1.	1.	Introduction
	2.	Progress Report
	3.	Housing Needs Assessment
	4.	Inventory of Resources and Constraints
Part 2.	5.	Statement of Goals, Objectives and Policies
	6.	Five-Year Housing Program

The first component is the assessment of housing needs which includes an analysis of the following factors:

1. Condition of the existing housing stock
2. Housing costs in relation to ability to pay
3. Housing needs of special groups
4. Population and employment trends and projections
5. Share of regional housing needs

The second component is the inventory of resources and constraints which includes an assessment of the factors listed below.

1. Land supply: residential acreage; availability of suitable residential sites
2. Availability and capacity of local public services and facilities
3. Residential land use and zoning controls
4. Building codes and enforcement
5. Site improvement requirements
6. Fees and other exactions required of residential developments
7. Local processing and permit procedures

8. Utilization of State and Federal housing programs

9. Land costs

10. Construction costs

11. Availability of financing

The third and fourth major components of a local housing element are described below:

1. "A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement and development of housing." (Section 65583 (a)) (emphasis added)

2. "A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of housing element through the administration of land use controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state subsidy programs." (Section 65583(a)) (emphasis added)

These two components are discussed in Section 2 of the 1991 Coronado Housing Element Update.

RELATIONSHIP TO OTHER ELEMENTS

The Housing Element is consistent with all of the other General Plan elements and is particularly related to the Land Use Element. Stated briefly below are the major aspects of interrelationship between the Land Use and the Housing Elements:

- √ Residential land use densities.
- √ Suitability of land for various housing types, densities and products.
- √ Amount of land allocated to residential land use.
- √ Goals and policies affecting housing and residential land characteristics.
- √ Preservation of existing neighborhoods and prevention of intrusion of multi-family developments in single-family neighborhoods.

2.
PROGRESS REPORT

INTRODUCTION

Section 65588(a) provides that each community shall review its housing element as frequently as appropriate, but at least once every five years. Such a review, according to State Department of Housing and Community Development, focuses on:

- √ Effectiveness of the element (Section 65588 [a][2]): A comparison of the actual results of the earlier element with its goals, objectives, policies and programs. The results should be quantified where possible (e.g., rehabilitation results), but may be qualitative where necessary (e.g., mitigation of government constraints).
- √ Progress in implementation (Section 65583[a][3]): An analysis of the significant differences between what was projected or planned in the earlier element and what was achieved.
- √ Appropriateness of goals, objectives and policies (Section 65588 [a][1]: A description of how the goals, objectives, policies and programs of the updated element incorporate what has been learned from the results of the prior element.

ELEMENT EFFECTIVENESS/RESULTS

The City's current Housing Element was adopted in 1987. Although adopted in 1987, the element covered the 5-year period from 1986 to 1991. During this time span, the following quantified results were attained:

- √ 5 housing units were rehabilitated.
- √ 55 households were assisted through the Local Rent Subsidy Program.
- √ 13 households were assisted through the Section 8 program.
- √ 664 housing units were added to the stock.

Coronado housing programs are summarized in Chart 1; the level of achievement for each planned action is denoted in the fourth column.

CHART 1
SUMMARY OF HOUSING PROGRAMS: 1987 HOUSING ELEMENT (1986-1991 TIME PERIOD)

Program	Funding	5-Year Goals	Level of Achievement
1. Community Development Block Grant	CDBG	N/A	On-going; updated annually
2. Section 8 Rental Assistance	Federal	Achieve 100% use of certificates	13 households receiving assistance, 12 are certificate holders.
3. Local Rent Subsidy Program	20% set-aside	Assist 50-100 households	55 households receiving assistance
4. CDBG Owner Rehabilitation Program	CDBG	Improve 10-15 units	5 units improved
5. CDBG Investor Rehabilitation Program	CDBG	Improve 10 units	No units improved
6. Condominium Conversion Ordinance	General Fund	City Council will decline application for conversion of rental apartments to condominiums unless City apartment vacancy factor exceeds 4%.	No conversions approved.
7. Affordable Housing Fund	In-lieu fees	Collect $2,100 per unit for developments of 20 units or more.	$890,000+ collected during life of program.
8. Code Enforcement	General Fund	N/A	On-going
9. Construct New Housing	Private Development	400 Units	664 units built
10. Fair Housing	General Fund	Refer complaints to appropriate agencies	On-going
11. Rent Level Study	CDBG	Complete concurrent with Housing Element	Completed

PROGRESS IN IMPLEMENTATION

The City's 1987 Housing Element contained 17 housing programs.

1. Housing Code Enforcement
2. Alley Housing Improvements
3. CDBG Owner Rehabilitation Program
4. CDBG Investor Rehabilitation Program
5. Housing Improvement Coordinator
6. Section 8 Existing Housing Program
7. City Housing/Rental Assistance Program
8. Apartment/Condominium Conversion
9. Rent Level Study
10. Mortgage Revenue Bond Program
11. Density Bonuses
12. Fee Waivers
13. Affordable Housing Fund
14. CDBG Program
15. Seniors Home Sharing
16. Equal Housing Opportunity
17. New Housing Construction

1. Housing Code Enforcement

The previous Housing Element advocated a transition from a reactive to a proactive code enforcement program to enhance housing conservation. This program has not been enacted due to staffing constraints and to continued improvement of the housing stock through the recycling process. The high housing values in Coronado have provided an incentive for many owners to remodel and often enlarge their units. Therefore, the condition of the housing stock has improved without any change to the code enforcement program.

2. Alley Housing Improvements

A quantified objective of five units per year was stated to improve alley housing units to meet code requirements. No data are available regarding the number of units rehabilitated. The code enforcement officer estimates that approximately five alley units have been brought up to code during the five year period. The City Council will be considering an ordinance amendment to permit legal non-conforming alley units to be upgraded, repaired, or added to if the non-conformity itself is not expanded. The intent is to preserve and improve this type of housing.

3. CDBG Owner Rehabilitation Program

The goal of rehabilitating 10-15 housing units through this program was not realized. During the past five years, five units were rehabilitated. Total expenditures were $104,973. In three of the five units, the head of the household was elderly. In one of the two remaining units, the head of the household was 60 years old. Since this program has been utilized, it will be continued during the next five-year program period. However, past numerical goals have been too ambitious in light of program participation.

4. CDBG Investor Rehabilitation Program

The goal of 10 units was not realized. No units were rehabilitated through this program, which has generated little interest in Coronado. The City will publicize this program in the next 12 months to generate interest. If no interest in the program is expressed, the funds will be reallocated to other programs.

5. Housing Improvement Coordinator

The 1987 Housing Element recommended that a housing coordinator be appointed to act as liaison with residents, County staff, and City staff. The position was to be funded through the CDBG program. This position was never implemented as CDBG funds were allocated to other housing programs. In the new housing program, a current staff member will be appointed as coordinator to expand outreach efforts. The progress made will be monitored and program effectiveness reported to the City Council within a 12-month period.

6. Section 8 Housing Assistance

The quantified objective was to utilize 100% of all housing certificates allocated to Coronado. These certificates are no longer allocated on a citywide basis. Twelve households are currently being served by the Section 8 housing certificates. Of these, eight are elderly and four are handicapped. One family is being served through the voucher program.

7. Condominium Conversion Ordinance

The City continued to implement Section 18.14.100(F) of the Subdivision Ordinance which provides that the City Council shall not approve an application for the conversion of rental apartments to condominium units if the apartment vacancy rate is less than four percent. No condominium conversions were approved during the five year period.

8. Rent Level Study

The City initiated a rent level study to establish the rate of rent increases since the 1980 Census and to compare Coronado's rental rates with surrounding communities. This study was completed concurrent with the 1987 Housing Element. The data will be used as a benchmark for comparison with 1990 Census data.

9. Local Rent Subsidy Program

The quantified objective for this program was to assist 50-100 households. Fifty-five households are currently receiving assistance. Forty-seven are low-income households and eight are very low-income households. Thirty-three households are elderly, six are disabled, and sixteen are families. The majority of the assisted households (37) occupy one-bedroom units.

10. Mortgage Revenue Bond Program

The previous Housing Element indicated a commitment to explore mortgage revenue bonds as a source of funds for affordable housing construction. This did not prove to be feasible because no affordable housing project was proposed and one is needed prior to issuing mortgage revenue bonds. The City will retain, as a policy, support of a MRB program and development of an affordable housing development.

11. Density Bonus

The City has not yet enacted procedures for implementing AB 1151. The City will develop procedures to implement this State law. During the past five year period, no density bonus proposals have been submitted to the City.

12. Fee Waivers

The fee waiver was intended to be applied on a project by project basis. No affordable housing developments have been proposed. The City's policy for fee waivers has been clarified and also would be incorporated in the density bonus housing ordinance. The new policy is stated on page 5-4.

13. Affordable Housing Fund

An in-lieu fee of $2,100 per unit to be used for affordable housing purposes has been collected from all developments of 20 units or more. When the Housing Element update was initiated in 1989, there was $893,566 in the affordable housing fund. The fund was not allocated to an affordable project during the past housing element review period as none were proposed. The new 5 year housing program incorporates the use of this fund to facilitate an affordable housing development on surplus school property or other appropriate sites, or affordable rental assistance programs or other projects which may arise.

14. CDBG Program

The City continued participation in the CDBG program during the five year period. Projects that were funded through this program included the Owner Rehabilitation Program, the Investor Rehabilitation Program, and Architectural Barrier Removal Program to assist handicapped persons. While the barrier removal program can be utilized to improve access in residential units, the funds for this fiscal year were used to provide handicapped access to the senior center.

15. Senior Home Sharing

The potential for developing a senior home sharing program in Coronado was not explored due to staffing constraints. The responsibility for determining whether this program should be instituted has been assigned to the Community Development Department in the new 5-year housing program. A report will be transmitted from the Community Development Department to the Planning Commission and City Council.

16. Equal Housing Opportunity

A cominitment was stated to develop procedures to refer persons with housing complaints to appropriate agencies in San Diego. A list of agencies, together with telephone numbers, is maintained by the Community Development Department. The senior planner instructs each staff member in the proper use of this information. In addition, the City makes available at the public counter a fair housing handbook. This handbook is published by the Heartland Human Relations Commission.

New Housing Construction

The City met its goal of constructing 400 units, largely due to the build-out of the Cays. Altogether 664 housing units were added to the housing stock through new construction and annexation.

APPROPRIATENESS OF GOALS, OBJECTIVES AND POLICIES

The updated Housing Element builds upon the foundation provided by the goals, objectives and policies of the 1987 Housing Element. The 1993 Housing Element focuses on the following:

1. Continuation of rehabilitation programs financially supported by the Community Development Block Grant Program.
2. Continuation of the Local Rent Subsidy Program.
3. Continuation of the Section 8 program.
4. Expanded outreach efforts for existing housing programs.
5. Revisions to the in-lieu fee program.
6. Utilization of the Affordable Housing Fund.
7. Consideration of mixed-use land use policies to encourage affordable housing development.

ANNUAL PROGRESS REPORT

Government Code Section 65400 requires each city and county planning agency to provide an annual report to the legislative body on the status of the local general plan and progress in its implementation. Chapter 1441 of the Statutes of 1990 (SB 2274) added that this annual report must include "the (locality's) progress in meeting its share of regional housing needs determined pursuant to section 65584." The reports on progress toward meeting regional share would be appropriate to include in this part of the housing element, according to the State Department of Housing and Community Development. The City has facilitated the development of 180 affordable housing units which contribute significantly to meeting the City's share of regional housing needs. The City should add this housing-related progress statement to the General Plan annual report.

3.
HOUSING NEEDS ASSESSMENT

INTRODUCTION

This section of the updated Coronado Housing Element contains a needs assessment. Four subjects are discussed in the needs assessment, consisting of the following:

- Condition of the housing stock
- Housing needs of households now residing in Coronado
- Special housing needs
- Projected need for new housing construction

HOUSING STOCK CONDITION

Introduction

This sub-section of the housing needs assessment describes the condition of the existing housing supply. The analysis of housing conditions and associated improvement needs is specifically required by the California planning law; i.e., Section 65583(a)(2) which calls for an analysis of housing characteristics including "housing stock condition".

Housing Stock Characteristics

Coronado's housing stock consists of an estimated 9,145 dwelling units according to the April 1990 Census. The stock contains primarily single family detached and large multi-family structures. Basic stock characteristics are presented in Table 1.

More detailed statistics on the housing stock characteristics are presented in Table 2, including housing type by tenure. According to the 1990 Census, there is a 50%/50% split in terms of the owner- and renter-occupied stock. The 1990 Census reports that there are only five mobile homes located within the City. As noted in Table 2, most owners reside in one-unit detached structures or single family homes. The data also indicate that the largest number of renters also live in single family structures.

TABLE 1
CITY OF CORONADO
HOUSING STOCK COMPOSITION -- 1990

Housing Type	Number of Housing Units	Percentage Distribution
Single Family		
Detached	4,344	47.5%
Attached	821	9.0%
Multi-Family		
2 to 4	679	7.4%
5 plus	3,175	34.7%
Mobile Homes	5	0.1%
Other	121	1.3%
	9,145	**100.0%**

Source: 1990 Census of Population and Housing.
Table construction by Castañeda & Associates.

TABLE 2
CITY OF CORONADO
TENURE BY UNITS IN STRUCTURE — 1990

Units in Structure	Owner Occupied	Renter Occupied	Vacant Units	Total Units
1, detached	2,665	1,298	381	4,344
1, attached	288	387	146	821
2	14	183	8	205
3 or 4	42	388	44	474
5 to 9	51	480	29	560
10 to 19	148	403	61	612
20 to 49	37	184	209	430
50 or more	383	259	931	1,573
Mobilehome	3	2	----	5
Other (houseboats)	44	68	9	121
	3,675	**3,652**	**1,818**	**9,145**

Source: 1990 Census of Population and Housing.
Table construction by Castañeda & Associates.

A large number, 1,818 housing units, were classified as vacant in 1990. The "vacancy status" is summarized below:

	Reason for Vacancy	Number of Housing Units
√	For Rent	440
√	For Sale Only	127
√	Rented or Sold, not occupied	100
√	For seasonal, recreation or occasional use	1,076
√	Other Vacant	75
		1,818

Housing was constructed primarily in three time periods: pre-1940 (now more than half century old); the 50's decade; and during 1970-1979. The age of the City's housing stock is summarized in Table 3.

TABLE 3
CITY OF CORONADO
YEAR STRUCTURE BUILT

Year	No. of Units Built	Percentage Distribution
1980-89	1,354	14.8%
1970-79	2,800	30.6%
1960-69	1,073	11.7%
1950-59	1,239	13.5%
1940-49	953	10.4%
Pre-1940	1,726	18.9%
Total:	**9,145**	**100.0%**

Source: 1990 Census of Population and Housing, Summary Tape File 3, "Year Structure Built".

Table construction by Castañeda & Associates.

Condition of the Existing Housing Stock

1981 Housing Condition Survey

In November 1981 a survey of housing conditions was completed in the City with the exception of Coronado Shores and the Cays complexes. That survey disclosed that 370 housing units definitely needed rehabilitation and another 1,465 dwellings had some problem areas that might require correction. These two categories amounted to 4.2% and 17.1% of the housing stock, respectively.

Housing Condition Trends

Since 1981 housing condition trends have been tracked. Planning and code enforcement staff indicate that the number of units needing rehabilitation is declining as older units are remodeled or being replaced with new housing. Given the lack of vacant land and the high cost of land in Coronado, many owners have elected to remodel. From 1988-March 1991, 80 units were demolished. Data for 1987 are currently being transferred to microfilm and are unavailable. The locations of the demolished units are shown in Table 4. This table indicates that the majority of demolitions have occurred in areas identified in the 1981 survey as having units potentially or definitely needing rehabilitation.

Besides Coronado's "legal" housing supply, there are auxiliary structures (most often garages) which have been transformed into residential units. Usually, it is difficult to determine whether a garage is being used as a housing unit. Valid indicators of such use include window dressing, postal service accommodations, excessive and patterned exits/entries, and visitors. A major concern of these bootleg units is that they often are in violation of city building and safety codes. The code enforcement officer indicated that illegal units continue to be a primary code enforcement problem with the majority of such units occurring between C and E Streets.

Still another local concern is alley housing development. Over the years, some housing units have been constructed in the rear portion of legal lots and fronting onto alleys. Many of these alley units were legally constructed during World War II to help accommodate the influx of military personnel.

TABLE 4
CITY OF CORONADO: DEMOLITIONS -- 1988 - 1991

1991 - 19 units

339 Palm Avenue
445 G Avenue
211 Orange Avenue
1705 San Luis Rey Avenue
1112 Second Street
175 D Avenue
25 Green Turtle
731 Adella Avenue
336 Palm Avenue
1108 Second Street
1522 Fourth Street
1414 Orange Avenue
(Carriage House)
512 Pomona Avenue
441 G Avenue
209 Orange Avenue
1110 Second Street
753 B Avenue
149 Alameda Boulevard
451 I Avenue

1990 - 22 units

641 Country Club
531 I Avenue
815 Margarita
229 Orange
717 C Avenue
757 F Avenue
614 3rd Street
716 8th Street
330 D Avenue
544 Glorietta
337 I Avenue
332 Palm Avenue
240 E Avenue
817 B Avenue
700 Country Club Lane
305 D Avenue
626 Second Street
763 F Avenue
800 F Avenue
309 C Avenue
321 Alameda Boulevard
627 Margarita Avenue

1989 - 26 units

835 Margarita
432 E Avenue
519 B Avenue
344 H Avenue
319 H Avenue
321 I Avenue
132 G Avenue
651 Pomona
416 B Avenue
457 G Avenue
459 G Avenue
461 G Avenue
731 H Avenue
1630 Miguel Avenue
760 E Avenue
708 Margarita Avenue
733 H Avenue
758 E Avenue
639 I Avenue
875 Alameda Boulevard
436 B Avenue
438 B Avenue
635 I Avenue
301 Ocean Boulevard
262 A Avenue
938 D Avenue

TABLE 4 *continued*
CITY OF CORONADO: DEMOLITIONS -- 1988 1991

1988 - 30 units

835 Margarita Avenue
375 J Avenue
415 Alameda Avenue
1111 Isabella Avenue
557 H Avenue
862 J Avenue
242 Orange
949 F Avenue
951 F Avenue
1630 Miguel Avenue
340 F Avenue
644 H Avenue
820 F Avenue (2 units)
609 C Avenue
930 Pomona Avenue
1124 Loma Avenue
424 B Avenue
200 A Avenue
375 J Avenue
276 J Avenue
1516 Glorietta Boulevard
659 Margarita Avenue
844 B Avenue
464 F Avenue
876 B Avenue (3 units)
760 1 Avenue
555 H Avenue

It is estimated that there are about 1,000 to 1,200 dwellings existing on alleys. In some instances, this development is substandard and blighted. Tle City is presently considering an ordinance to permit the upgrading of non-conforming units as an incentive to promote the improvement of alley housing. The proposal is scheduled for Council review by July 1995. The development of new alley housing development has been eliminated by the recent addition of a code section prohibiting a lot from fronting on an alley. Specifically, Section 18.12.050 states: "Every lot shall front on a dedicated street or street offered for dedication."

1991 Housing Reconnaissance Survey

In May 1991 a field reconnaissance survey was conducted to generally assess the condition of housing in those blocks which had an identified need per the survey completed a decade ago in 1981. Altogether 19 blocks were surveyed to determined the VAX and condition of housing. The area containing the majority of the surveyed blocks is bounded by Seventh Street, G Avenue, Ninth Street, and A Avenue. The field surveys in this area and additional blocks (#s 171, 124, 34, 9 and 6) confirmed the dramatic decrease in substandard housing conditions.

Generally speaking, there were not a large number of bootleg housing units in the alleys. Many of the substandard conditions were found in accessory structures not the main living units. A few bootleg housing units and bungalows were in need of rehabilitation. Within the survey area, it is estimated that 30-35 housing units are in need of rehabilitation and another 3-5 are in need of replacement. The survey area encompassed the residential blocks most likely to have housing quality problems. An extrapolation of the conditions in these areas to the balance of the City would result in an estimate of 50 to 60 housing units in need of rehabilitation and 6 to 10 in need of replacement.

The estimates of housing units needing rehabilitation and replacement are based on the survey of exterior conditions only. It may be possible that some units categorized as needing rehabilitation actually should be replaced based on the prevalence of inferior conditions which could be identified by a review of interior conditions.

HOUSING ASSISTANCE NEEDS

Introduction

This section of the housing needs assessment is concerned with the households now residing in Coronado. Pursuant to California planning law, the assessment focuses on the households whose housing costs exceed ability-to-pay.

These needs are generated when housing costs exceed ability to pay for shelter. The term housing assistance refers to the need for financial assistance to bridge the gap between housing costs and economic capabilities. The assessment of housing assistance needs is based on the following requirements established Statewide for local housing elements:

> ... a quantification of the locality's existing and projected housing needs for all income levels. (emphasis added, Section 65583(a)(1)
>
> Analysis and documentation of household characteristics, including level of payment compared to ability to pay ... (emphasis added, Section 65583(a)(2))

Four factors are examined when considering Coronado's housing assistance needs:

1. Ability-to-pay for housing
2. Income groups by tenure residing in Coronado
3. Housing costs as a percentage of income by income and tenure
4. Number of households (owner and renter) by income groups whose housing costs exceed ability to pay

Ability-To-Pay Measures

Ability-to-pay for housing, of course, varies as a function of income. The general rule-of-thumb used in the past was that housing costs were excessively burdensome when they consumed 25% or more of a family's income. Now several State and Federal programs have different standards. The general standard or rule of thumb is that no more than 30% of income should be expended on housing costs by lower income households.

Household Characteristics

Housing needs as understood conventionally refer to the needs of households or of those persons who occupy a housing unit. This definition does not recognize the persons residing in group quarters or other similar accommodations. Consequently, the estimated needs for Coronado include only those persons who reside in households (i.e., an occupied housing unit). For Coronado, this is significant since about 37% of the total population live in group quarters, according to the 1990 Census.

Income Limits

The U.S. Department of Housing and Urban Development (HUD) estimates "area median family income". A set of factors is used to calculate income limits by "family" size. In HUD regulations, family has the same meaning as household. These income limits are used to categorize households by income. The same circumstances apply to the moderate income level: HCD multiplies HUD's area median family income by a set of factors to determine a set of moderate income limits by household size. The 1991 San Diego County median income was $41,300.

- √ Very Low Income Households: Those households whose income is not more than 50% of the region's median income, adjusted for household size. ($0-$20,650 in 1990.)
- √ Other Low Income Households: Those households whose income is between 50% and 80% of the median income. ($20,651-$33,040 in 1990.)
- √ Moderate Income Households: Those households whose income is between 80% and 120% of the region's median income. ($33,041-$49,560 in 1990.)
- √ Above Moderate Income: Those households whose income is more than 120% of the region's median income. (Over $49,561 in 1990.)

Table 5 presents the detailed income limits by category per the RHNS for the year 1991.

TABLE 5
INCOME LIMITS BY CATEGORY
REGIONAL HOUSING NEEDS STATEMENT
SAN DIEGO REGION -- 1991

Income Category	Limit By Size 1 Person	2 Person	3 Person	4 Person	5 Person	6 Person
Very Low	$14,450	$16,500	$18,600	$20,650	$22,300	$23,950
Low	$23,150	$26,450	$29,750	$33,050	$35,700	$38,350
Moderate	$34,680	$39,600	$44,640	$49,560	$53,520	$57,480

Source: U.S. Housing & Urban Development, Income Limits, February 1991. Based on median income of $41,300.

Overpayment

The income distributions of Coronado's households are presented in Tables 6 and 7. The first table shows the households income distribution by various intervals -- e.g., 0-$9,999 to $50,000+. The second table indicates the number of households within each major income group based on the San Diego County median income. As noted in Table 7, there are an estimated 30% of all the City's households in the very low and low income groups.

Estimates of the owner and renter households that are "overpaying" are based on the rates existing at the time of the 1980 Census. Then 1,783 households were overpaying with 12% owners and 88% renters. There are now in 1990, an estimated 1,915 households that may be overpaying based on the household growth between 1980-1990.

TABLE 6
CITY OF CORONADO
HOUSEHOLD INCOME DISTRIBUTION -- 1990

Income Group	Number of Households	Percentage Distribution
$0-9,999	452	6.2%
$10,000 - $14,999	331	4.5%
$15,000 - $24,999	817	11.1%
$25,000 - $34,999	907	12.4%
$35,000 - $49,999	1,331	18.1%
$50,000 and up	3,495	47.7%
	7,333	100.0%

Source: 1990 Census of Population and Housing, Summary Tape File 3, "Household Family and Nonfamily Income in 1989".

Table construction by Castañeda & Associates.

TABLE 7
CITY OF CORONADO
HOUSEHOLD INCOME DISTRIBUTION BY GROUP -- 1990

Income Group	Number of Households	Percentage Distribution
Very Low	988	13.5%
Low	884	12.1%
Moderate	1,261	17.2%
Above Moderate	4,200	57.2%
	7,333	**100.0%**

Source: Based on a median income of $35,022 for the San Diego region per the 1990 Census.

Table construction by Castañeda & Associates.

SPECIAL HOUSING NEEDS

These needs refer to special household types residing in Coronado. Under present planning law, six household types are included within the meaning of special housing needs. These include:

- √ Handicapped
- √ Elderly
- √ Large Families
- √ Farmworkers
- √ Families with Female Heads of Household
- √ Families and Persons in Need of Emergency Shelter

In addition, overcrowded households are similar to large family households and fall within the meaning of the special needs analysis. The military population also can be considered as a special needs category.

Handicapped

The information on handicapped housing needs is difficult to obtain. The census data are limited to work/transportation related disabilities. The Department of Health and Human Services estimates that 10% of the total population in the United States is handicapped. Applying the national figures to the Coronado's 1990 population would result in an estimate of 2,654 handicapped persons. Current data on the income and tenure of handicapped households are unavailable.

The Federal Rehabilitation Act of 1973, Section 104.3 (j) defines a disabled person as "any individual who has a physical or mental impairment which substantially limits one or more major life activities, has record of such an impairment, or is regarded as having such a impairment". The housing needs of handicapped households include, but are not limited to:

- Special design features to enhance housing accessibility.
- Financial housing assistance to bring housing costs within the ability to pay.

The two most prevalent housing needs for persons with disabilities are *accessibility and affordability*. Individuals who are mobility impaired usually need housing that can accommodate wheelchairs or have level entry ways and no interior or exterior stairs.

This State Department of Rehabilitation was contacted to determine whether that agency maintains city specific data on handicapped persons. The State Department staff indicated that assumptions could not be made from their client base as it represents only a portion of the handicapped individuals in each community. The Department provides vocational rehabilitation to disabled youths and adults. The client base changes frequently and their housing needs vary greatly, depending on the disability. That agency suggested a guideline of approximately 10% handicapped in any given population. (The 1990 Census reported that 11.4% of the City's population 16 years and over had a mobility or self-care limitation.)

The State Rehabilitation Institute also was contacted regarding handicapped data. That agency provides out-patient rehabilitation and adult daycare. No data are kept on a city specific basis.

In 1985, the State of California adopted building regulations that required any privately funded development with five or more units of multi-family rental housing to include handicapped adaptability features for all accessible (ground floor) units. Until 1989, developers could apply for a hardship exemption if a maximum of $650 per unit was spent in adapting units for handicapped access. Many developers applied the required funds to only one aspect to accessibility, such as an exterior ramp, but failed to take into account interior design. Required interior and exterior modifications cannot be accomplished at a cost of $650 per unit.

Last year, Title 24 of the California Code of Regulations was amended to repeal the cost cap. It is now more difficult to obtain a hardship exemption. The developer must show that the handicapped requirements cause the project to become financially infeasible or must provide that the modifications would necessitate the removal of major structural elements.

A comprehensive inventory of funding sources has been included in Technical Appendix A. Most of these sources cannot be feasibly implemented in Coronado due to high land costs; lack of developer interest; and the priority criteria of State HCD programs such as the Low Income Housing Tax Credit Program and Rental Housing Construction Program.

Elderly

Based on the 1990 Census, an estimated 29.5% of all the City's households have a person 65 years of age or older as the head of household. Data on the age of the householder by tenure are incorporated in Table 8. The table reveals the majority of elderly households are homeowners — 71.5%. Indeed, the home ownership rate among senior households is much higher than that of non-elderly households which is only 41%. According to the 1990 Census, 68% of the senior renter households allocate 30% or more of their income on housing costs.

Although seniors do experience rental assistance needs, a large variety of age groups occupy rental housing in Coronado. Elderly housing needs include affordability. In addition, home sharing programs may be of assistance to senior homeowners living alone as well as special design features to accommodate physical disabilities in new and rehabilitated housing.

The spectrum of housing suitable to meet the needs is wide given the diversity of this population group and the fact that in the future there will be a larger "older old" group. Usually, thresholds of new development minimums for senior housing range between 120-150 or more units. For senior projects, a critical factor is the necessity for having a project size large enough to support the provision of appropriate services, including property management, recreation and other staff services. The typical services include:

- √ Management staff on board 24-hours a day
- √ Social/recreational programs
- √ Van transportation (i.e., staffing, insurance, gasoline, etc.)
- √ Emergency call signals in each unit
- √ Connection with social service providers

Usually, projects of 120 to 150 units require 1.5 to 2.0 acres of land. Currently, there are no vacant parcels of this size in Coronado. In addition, the need to assemble enough sites poses a physical constraint to the development of affordable senior housing.

However, there are examples of smaller senior projects in California such as a 20-unit project in Healdsburg and a 70-unit development in Los Alamitos. The City will continue to meet senior needs through existing programs such as Section 8, local rental subsidy and seniors home sharing and also through new development.

Technical Appendix B provides examples of other senior housing options that, while nonetheless difficult to implement in Coronado, would be continually monitored to detect feasible development opportunities.

TABLE 8
CITY OF CORONADO
AGE OF HOUSEHOLDER BY TENURE — 1990

Age of Householder	Owner Occupied	Renter Occupied	Total Households	Percentage Disrtribution
15 to 24	13	241	254	3.5%
25 to 34	182	1,150	1,332	18.2%
35 to 44	562	964	1,526	20.8%
45 to 54	616	395	1,011	13.8%
55 to 64	755	286	1,041	14.2%
65 to 74	967	305	1,272	17.4%
75 years +	580	311	891	12.1%
	3,675	**3,652**	**7,327**	**100.0%**

Source: 1990 Census of Population and Housing.
Table construction by Castañeda & Associates.

Family/Large Households

Large households are defined as those households with five or more persons. In 1990, Coronado had 7,327 total households, of which 464 were large households, accounting for 6.3% of the City's total households. The tenure distribution of large family households is 46% owners and 54% renters. Refer to Table 9 for the City's household size distribution.

TABLE 9
CITY OF CORONADO
HOUSEHOLD SIZE DISTRIBUTION — 1990

Household Size	Owner Occupied	Renter Occupied	Total Households	Percentage Disrtribution
1	851	1,233	2,084	28.5%
2	1,779	1,240	3,019	41.2%
3	495	501	996	13.6%
4	336	428	764	10.4%
5+	214	250	464	6.3%
	3,675	**3,652**	**7,327**	**100.0%**

Source: 1990 Census of Population and Housing.
Table construction by Castañeda & Associates.

Large family households require sufficient space to meet functional housing needs such as enough room for sleeping, studying, food preparation and the like. Another indicator of this space need is overcrowded households. However, only about 2% of the City's households were overcrowded and about 1% were severely overcrowded.

Some large family renter households also may need rental assistance. Through the Section 8 and Local Rent Subsidy programs, the City plans to assist 125 households; one segment of the population that could be assisted by these programs are large families.

Farm Workers

The farmworker households in San Diego County have needs for affordable housing in both existing and new housing. Because of the City's development pattern and employment base, the number of households with one or more persons employed as a farmer or in the agricultural industry is expected to be low.

The number of farm workers in the San Diego Region is difficult to estimate due to the number of undocumented residents. A large number of farm workers account for a significant number of the homeless population, many of whom can be found in the hills and canyons of the North County. In 1980, the Agriculture/Forestry/Fisheries and Mining industries accounted for 2.3% of the Coronado's total work force. SANDAG estimates show that in 1988 the City had approximately 0.1% of its workforce employed in these industries. The 1990 Census indicates that an estimated .6% of the population are employed in the Agriculture/Forestry/Fisheries and Mining industries.

The needs of farmworkers, to the extent they exist in the City, can be met by the existing stock. It is assumed that many farmworkers have low incomes. The needs of these latter farmworkers have already been considered among the existing low income households.

Female Headed Households

The number of female headed households with children has decreased since 1980. In 1980, the City had 387 female-headed households with one or more children, accounting for 5.7% of the City's total households. The number and percentage of female householders with children has decreased to 280 or 3.8% of all the City's households. The 1990 Census data for all female householders are noted below:

√	One person female householder	1,296
√	Two person family female householder — with related children: 280 — with no related children: 270	550
√	Nonfamily female householder	236
		2,082

Female householders account for 28% of all the households in Coronado (2,082 ÷ 7,327). Significantly, there are 1,296 female households living alone (18%) of the total households residing in Coronado. This characteristic is additionally reflected by the 966 widowed females as reported by the 1990 Census.

Housing needs of the female households include affordability, proximity to services, and access to all housing opportunities. These needs are addressed by the programs included in the Housing Element which seek to reduce housing costs and expand on the range of housing opportunities in the City. Homesharing is another program included in the Housing Element which will be reviewed by the Senior Affairs Commission. This program may be helpful in the City because there are almost 1,000 widowed females residing in Coronado.

Families and Persons in Need of Emergency Shelter

Legislation signed into law in September 1984 indicates that the "special needs" analysis must include the "homeless" and need for emergency shelter. The "homeless" refers to persons and/or families who are without shelter because of economic and/or domestic circumstances. Such persons and families may live in campers, motels, and other temporary accommodations.

A Profile of San Diego County's Homeless Population, prepared by the Regional Task Force on the Homeless; (May 1990), indicates that the majority of San Diego County's homeless population are agricultural workers and day laborers. Some are family members, although most are single men separated from their families.

The Coronado Police Department stated that the City does not have a homeless population, primarily due to the physical isolation of the community. There is no pedestrian access across the bridge. To access Coronado from the other direction requires a six mile walk along the peninsula. Lt. Bob Harrison indicated that people will sometimes become stranded in Coronado because their cars break down or they run out of money. In these instances, the Police Department will provide gas money or a bus pass to San Diego. According to the 1990 Census, zero population was observed living in "emergency shelters for homeless" or "visible in street locations".

If temporary shelter is required, persons are referred to the nearest shelter in San Diego, which is St. Vincent De Paul. This facility has 165 beds for men and 145 beds for women and children. From November to March, an additional 265 cots are available to implement the Inclement Weather Program. The staff of this facility was contacted to determine whether any data were available regarding clients from Coronado. Staff indicated that St. Vincent's does not keep a record of the former address of clients.

Overcrowded Households

Overcrowding is one result of the shortage of space. The most often-used indicator of overcrowding relates to the number of rooms and persons in a housing unit. In fact, the overcrowding indicator cited by the Housing Element Guidelines (1977) is "... the number of housing units with 1.01 or more persons per room." It is noteworthy that an "overcrowded" housing unit with fewer persons becomes "uncrowded."

Overcrowding reflects the financial inability of households to buy or rent housing units having enough space for their needs. Consequently, overcrowding is more appropriately considered a household characteristic (instead of a housing condition) and falls within the meaning of special housing needs much as large families are so considered. The 1990 overcrowding estimates are provided below in Table 10.

TABLE 10
CITY OF CORONADO
OVERCROWDED HOUSEHOLDS BY TENURE — 1990

Household Size	Owner Occupied	Renter Occupied	Total Households	Percentage Disrtribution
1.01 to 1.50	26	75	101	57.7%
1.51 to 2.00	8	54	62	35.4%
2.01 or more	1	11	12	6.9%
	35	**140**	**175**	**100.0%**

Source: 1990 Census of Population and Housing.
Table construction by Castañeda & Associates.

As noted above, the vast majority (80%) of overcrowded households reside in renter-occupied housing. There are about 65 renter households living in "severely" overcrowded conditions. The prevalence of overcrowding conditions is not a serious problem in Coronado.

Military

According to SANDAG, the military populations influence on the demand for housing takes two forms: 1) the existing military households trying to find housing; and 2) the former (either retirement or non-retirement separation) military households trying to find housing. According to the latest military statistics, approximately 40,000 military families that are eligible for housing and only 6,439 government owned family housing units are available. The major concentrations of military population center around Camp Pendleton, Miramar Naval Air Station, and other Navy stations in the central and southbay areas of the cities of San Diego, Coronado, National, City Chula Vista, and Imperial Beach.

PROJECTED HOUSING NEEDS

Under Section 655584 (a) of the planning law, SANDAG is responsible for determining the projected housing needs for all income levels in all cities of San Diego County. The projected housing needs must account for the following factors:

- √ Market demand for housing
- √ Employment opportunities
- √ Availability of suitable sites
- √ Availability of public facilities
- √ Type and tenure of housing needs
- √ Housing needs of farm workers

Population and Employment Projections

Population

Between 1980 and 1990, the City's population has increased to 26,540 from 18,790, a net gain of 7,750 persons. Most of the population increase was caused by annexation of NAS North Island not by new residential construction within the City. Of the City's total population increase between 1980-1990, 80% was due to annexation of already developed areas. The City's group quarters population is extensive -- 37% of the total population per the 1990 Census.

Employment Projections

The major "industries" in Coronado are the military and hotels employing over 36,000 people, both assigned military, and civilian. Almost all of North Island Naval Air Station is within the corporate limits of the City, and it is the City's largest employer. The second largest employer is the Naval Amphibious Base followed by the 691 room Hotel Del Coronado. In addition to these major employers, there are additional hotels in the City plus numerous restaurants and retail shops along Orange Avenue (the central business district). Table 11 presents employment estimates by industry for Coronado as of 1990.

TABLE 11
CITY OF CORONADO
EMPLOYMENT BY INDUSTRY -- 1990

	Number Employed	Percentage Distribution
Agriculture, Forestry Fishing, Mining	47	0.1%
Construction	289	0.7%
Manufacturing	614	1.5%
Transportation, Communication, Utilities	482	1.2%
Wholesale Trade	178	0.4%
Retail Trade	1,350	3.3%
Finance, Insurance and Real Estate	746	1.8%
Services	2,972	7.3%
Public Administration	575	1.4%
Military	33,613	82.3%
TOTAL:	**40,866**	**100.0%**

Source: 1990 Census of Population and Housing, Summary Tape File 3, p. 77 — Industry. For all industry categories except "Military".

San Diego Association of Governments, Regional Housing Needs Assessment, Table 27, (July 1990). For Military industry estimate.

Table construction by Castañeda & Associates.

The current employee estimates for the three major employers are listed below:

North Island Naval Air Station*

√	Civilian	-	800
√	Civil Service	-	6,000
√	Assigned Military	-	15,000
√	Transient Military (ships at home port)	-	10,000

In addition, there are approximately 120 contractors on the base at any one time.

Naval Amphibious Base**

There are approximately 4,000 - 6,000 employees on the base at any one time. This includes civilians, civil service personnel and military personnel. Approximately 95% of the employees are military personnel. While the employment base at North Island Naval Air Station is fairly stable, the number of military personnel at the Amphibious base changes from week to week.

Hotel Del Coronado and the Hotel/Motel Industry

The Hotel Del Coronado employs approximately 1,400 persons.*** A potential addition of 35 rooms is anticipated during the next five years. This is not expected to result in a demand for additional personnel.

The San Diego Port Authority recently completed the 300-room Le Meridian hotel and ancillary retail development on its property in the northeast end of Coronado. There are presently 1,365 hotel or motel rooms in the City. There is also a 450 room hotel under construction on Port property at the "Cays".

* Fred Wilson, U.S. Navy, telephone conversation April 5, 1991.
** Bill Barthus, U.S. Navy, telephone conversation, April 4, 1991.
*** Linda Contreras, Human Services, Hotel Del Coronado, telephone conversation, April 8, 1991.

Share of Regional Housing Needs

The two most important sets of data contained in the Regional Housing Needs Statement are Regional Share and Fair Share. SANDAG has developed these figures to assist local jurisdictions in determining an equitable distribution of housing unit needs and lower income household assistance. This information is used by the cities and County as an integral part of their housing element revision as required by the State laws that govern the preparation of housing elements.

The housing elements must identify each jurisdiction's share of the region's total need for housing units. The State Department of Housing and Community Development (HCD), working in conjunction with SANDAG and the State Department of Finance projections, identified a household increase of 125,772 from January 1, 1989 to July 1, 1996. These projections were consistent with Series 7 Regional Growth Forecases for households for the same time frame.

The household increase was converted to housing unit increase in order to respond to the state requirements. Using the approved HCD methodology, adjustments for vacancy (1989 -- 13,151 and 1996 -- 8,372) and replacements (14,934) were made and the total need for housing units from January 1, 1989 to July 1, 1996 for the San Diego Region was established at 162,229. This figure (162,229 units) is the control total that was allocated to each jurisdiction to determine housing unit needs.

The distribution of this need was accomplished through the establishment of an allocation factor. The proportions of household growth as identified in the Series 7 Regional Growth Forecasts could not be used because they are based on the local general plans and would not comply with the State Law and the State Attorney General's opinion of these procedures. The allocation factor is a composite of the two most direct indicators of the ability and need to provide new housing units: vacant available land and employment. Thus, total land availability would not only provide a measure of capacity for residential growth, but since its not determined by local zoning and plans, it would also meet the State requirements. The second indicator ties the projected generation of new jobs directly to the projected need for new housing for these new employees. These two factors are averaged and used to allocate the regional need to each jurisdiction.

Coronado's share of regional housing needs was prepared for the January 1989 to July 1996 time period. These figures are presented in Table 12. During this time period, the projected need equals 973 units. While the City recognizes these numbers have been officially adopted and pursuant to State Law, time periods have elapsed for the figures to be appealed, the City of Coronado does not agree that the regional share numbers developed by SANDAG and included in this table are an accurate projection of future need. The quantified objectives portion of this document on pages 5-7 through 5-9 identifies a revised calculation of projected need based upon SANDAG's formula and revised employment growth and land availability figures.

TABLE 12
CITY OF CORONADO
REGIONAL SHARE -- JANUARY 1989 TO JULY 1996

Income Group	RHNA 89-96*	Reported Built to 10/94	Remaining Need
Very Low	224	186	38
Low	165	4	161
Moderate	204	1	203
Above Moderate	380	313	67
TOTAL	**973**	**504**	**469**

*Source: San Diego Association of Governments, Regional Housing Needs Statement, Table 58.

ENERGY CONSERVATION OPPORTUNITIES

An analysis of opportunities for energy conservation with respect to residential development is required by Section 65583(a)(7) of the Government Code. According to theD/HCD:

> "The purpose of this analysis is to show that the locality has to consider how energy conservation might be achieved in residential development and how energy conservation requirements may contribute to the affordability of units.
>
> Following are examples of local policies, plans, and development standards that have been successful in reducing energy costs or consumption:
>
> - Promotion of compact, higher density, and infill development;
> - The active, constructive enforcement by local building officials of existing state residential energy conservation standards;
> - Standards for street widths, landscaping of streets and parking lots to reduce heat loss or provide shade; and
> - Standards for energy efficient retrofits to be met prior to resale of homes.

The City enforces Title 24 of the State Building Code which establishes energy standards. Additional opportunities for energy conservation are explored on infill housing sites. Given the city's compact size and limited supply of vacant land, the majority of new development occurs on infill sites.

ASSISTED HOUSING AT RISK OF CONVERSION TO NON LOW INCOME USES

Chapter 1451, Statutes of 1989, amended Section 65583 of the Government Code to require analysis and program efforts for preserving assisted housing developments by July 1992. The following components are required to be included in a housing element:

1. Inventory of units at risk of losing use restrictions.

2. Cost analysis of preserving at-risk units versus replacing them.

3. Non-profit entities capable of acquiring and managing at-risk projects.

4. Potential preservation financing sources.

5. Number of at-risk projects/units to be preserved.

6. Program efforts to preserve units at risk of losing use restrictions.

According to HCD, the inventory must identify projects with affordability controls, and determine potential conversion dates, compile information on those with conversion dates within the 10-year analysis period, by each 5-year period. The 10-year analysis period for Coronado is:

- 1992 to 1997
- 1997 to 2002

The inventory should include all multi-family low income rental units which are assisted under any of the programs listed below:

1. HUD programs:

   Section 8 Lower-Income Rental Assistance project-based programs:

   - New Construction
   - Substantial or Moderate Rehabilitation
   - Loan Management Set-Aside

   Section 101 Rent Supplements
   Section 213 Cooperative Housing Insurance

Section 221(d)(3) Below-Market-Interest-Rate Mortgage Insurance Program
Section 236 Interest Reduction Payment Program
Section 202 Direct Loans for Elderly or Handicapped a
Community Development Block Grant Program

2. FmHA Section 515 Rural Rental Housing Loans

3. State and local multi-family revenue bond programs

4. Redevelopment programs

5. Local in-lieu fee programs or inclusionary programs

6. Developments which obtained a density bonus and direct government assistance pursuant to Government Code Section 65916

Units assisted by the above programs and at-risk include those:

- Eligible to change to non-low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions; and

- Eligible within the ten-year period following the statutory adoption "due-date" of the housing element amendment.

The City has analyzed its affordable housing stock as defined in 65583(a) of the Government Code and determined there are no assisted affordable housing units "at risk" within the ten year period from July 1, 1989 to July 1999.

The City has not issued mortgage revenue bonds, approved any density bonuses with financial assistance or assisted multifamily housing with CDBG funds. The City's Rental Assistance Program and County Housing Authority Section 8 certificate and voucher program are assigned to individuals not residential units. Since these subsidies are transferable to other units, these programs do not represent "at risk" units.

Two affordable housing projects were created recently through Redevelopment Agency funds, Housing In-Lieu funds, and a Coronado Residential Rehabilitation grant. These projects were existing units that became affordable through affordability covenants. The affordability covenants require the units to be maintained affordable for very low, low and moderate income households for a specific period of time. These two affordable housing projects are not at risk because there is not an option for termination of the affordability restrictions during the 10 year analysis period. The terms of affordability covenants do not expire until the years 2024 and 2038.

The City's analysis and conclusions were based upon consultation with Redevelopment Agency staff, Community Development staff, County housing Authority, completion of HCD checklist (contained in appendix), and the following sources:

1. California Housing Partnership Corporation, Inventory of Federally Subsidized Low-Income, Rental Units at Risk of Conversion 1991 update for Southern California counties.

2. California Debt Advisory Commission, Annual Summary 1991: The Use of Housing Revenue Bond Proceeds, (November 1991) 24 pgs. + Attachments and Appendices.

3. "Inventory of California FmHA Section 515 Projects Which May be Subject to Conversion", provided by HCD office.

COASTAL ZONE REQUIREMENTS

Coastal Zone Requirements: Section 65588 of the Government Code requires that, in housing element updates, coastal jurisdictions document the number of low-and moderate income housing units converted or demolished, and the number of replacement units provided. This helps the locality determine whether affordable housing stock in the coastal zone is being protected and provided as required by Section 65588.

Section 65588 specifically requires the following:

A. Number of new units approved for construction after January 1, 1982.

B. Number of units for low and moderate income households required to be provided either within the coastal zone or within three miles of it.

C. Number of units occupied by low and moderate income households and authorized to be demolished or converted since January 1, 1982.

D. Number of units for low and moderate income households required either within the coastal zone or within three miles to replace those being demolished or converted.

It is estimated that 1,354 housing units were approved for construction between 1982 and 1992. This estimate is based upon the "year structure built" data from the 1990 Census; refer to Table 3.)

In 1982, the City adopted an inclusionary ordinance which required projects of 20 units or more to provide 5% of the housing as affordable or pay an in-lieu fee. In 1993 the inclusionary requirement was amended to project sizes of 2 units or more, with a 20% proportion requirement or payment of in-lieu fee. All projects constructed since 1982 have paid the in-lieu fee. A 180 unit housing project developed on military property was developed in 1990. This project provides 180 very low income housing units. In addition, 11 SRO units were converted to residential units through Housing In-lieu funding and a Residential Rehabilitation Grant. These units are required to be maintained affordable through covenants expiring in the year 2024.

With regard to demolitions, the average annual rate of demolition's is 23.75. Over a 10 year period therefore, an estimated 238 housing units have been demolished. Based on the City's household income distribution (refer to Table 7), it is further estimated that 61 dwellings were occupied by low income households (< 80% of median income) and 41 dwellings were occupied by moderate income (80%-120% of median income) households. It is important to note that the units demolished were not "required" affordable housing units.

Since 1982, the City has not required the replacement of affordable housing that has been demolished or converted because the housing was not identified as "affordable housing". With the City's newly developed affordable housing, replacement housing would be required if the structures were proposed to be demolished or converted.

4.
INVENTORY OF RESOURCES AND CONSTRAINTS

INTRODUCTION

This section provides an analysis of resources and constraints which affect the City's ability to respond to the challenge of meeting unmet housing needs. Information on the following resources and constraints is presented in Section 4:

- Residential Development Trends;
- Status of Current Residential Development;
- Military Housing in the City;
- Development Activity,
- Assessment of Land Suitable for Residential Development;
- Comparison of Site Availability in Relation to Housing Need;
- Inventory of Non-Governmental Constraints including -

  Geographical/Social Factors
  Land and Unit Values
  Availability of Financing
  Cost of Construction

HOUSING SUPPLY CHARACTERISTICS

Residential Development Trends

Since 1983, the amount of residentially zoned vacant land has been reduced from 34.92 acres to 3.64 acres. The primary trend is the recycling of older single family units and apartments to condominiums. The number of condominiums has increased by 340 since 1983 and the number of apartments has decreased by 40. In the residential zones, 226 single family homes and 16 duplexes were added during that time period.

Within the Village area, The Pointe Condominiums (formerly Imown as Phase II of The Landing) has recently been constructed. The project totals 80 units and are expected to have selling prices of $600,000 and up. This is the largest residential development recently constructed in Coronado.

Status of Current Residential Development

Coronado has several distinct residential areas or neighborhoods. These are commonly known as — The Village Area, The Shores, The Cays, North Island Bachelor Quarters, Amphibious Base Family, and Bachelor Quarters and Family Quarters. The general location of these areas or neighborhoods are delineated on Exhibit 4.

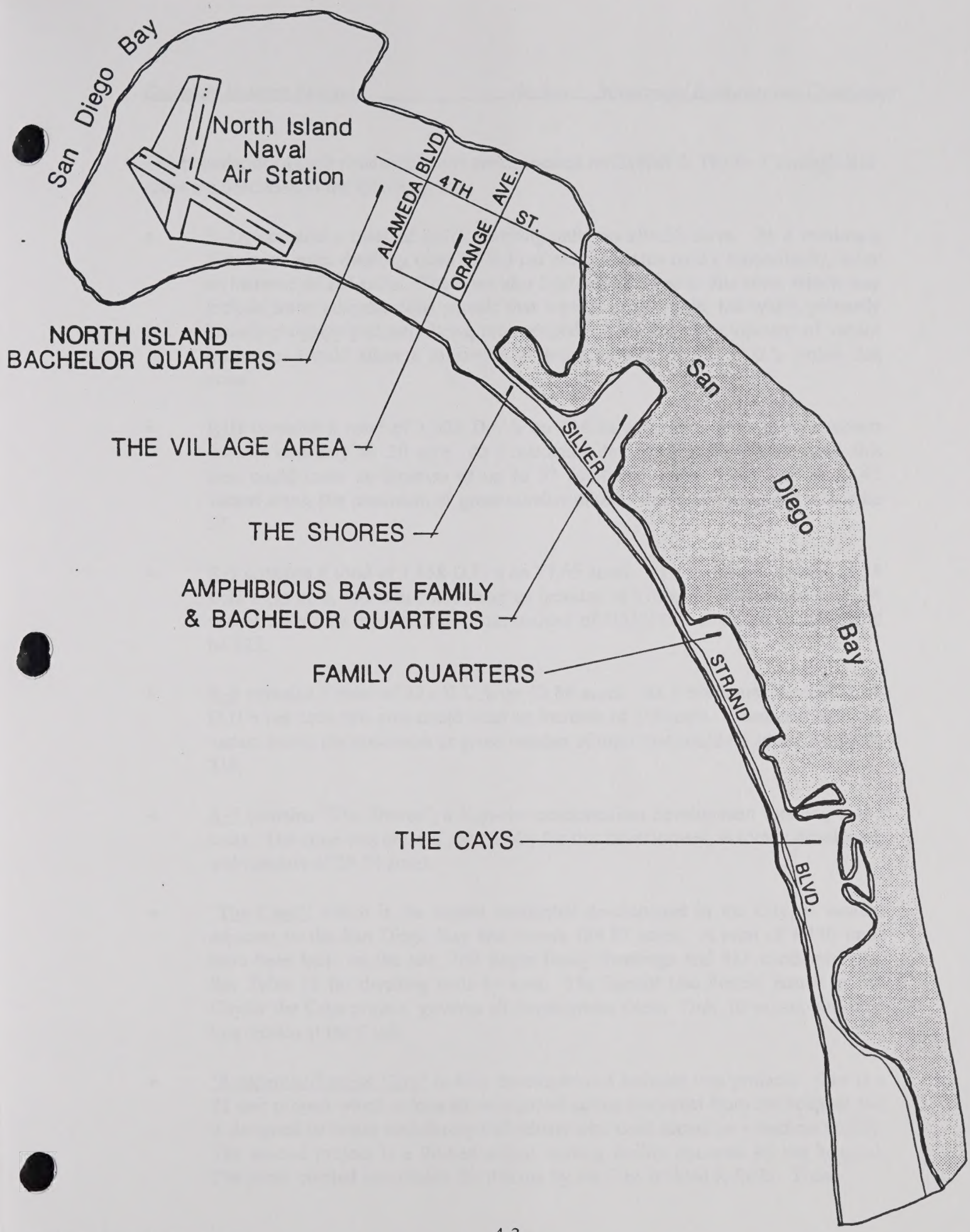
The status of residential development in Coronado can be assessed by dividing development into three groups: 1) development by zones R-1A through R-5; 2) military housing; and 3) development at the Coronado Cays.

Residential Development by Zone District

In the R-1A and R-1B zones, single family development is expected to occur in a recycling pattern: old units are demolished and replaced with larger, single-family units. Although, theoretically, there is underdeveloped land in these zones, many lots are larger than the minimum sizes of 5,500 or 3,500 square feet allowed in these areas. The large and sometimes irregular sized lots contribute to the construction of larger units, thus reducing the potential for measurable net increases in the total number of dwelling units.

Recycling of lots is also the primary development activity in the R-3 zone. A large lot with an older single family unit is often converted into a small condominium complex. Lots are combined and the existing single family or duplex units are demolished and replaced by condominiums. The typical development in the R-3 zone is a four to eight unit project on a 7,000 to 14,000 square foot lot. Also, the lots are scattered throughout the area making it infeasible to develop a large complex. The R-4 zone is incurring changes similar to that of the R-3 zone.

The City is presently developing a Public Facilities Plan to determine the best use for all public properties. The analysis will consider whether any publicly owned properties would be appropriate for conversion to residential use. At present, none of the likely public properties are vacant.



Residential Areas
CORONADO HOUSING ELEMENT

NORTH

EXHIBIT 4

The boundaries of each residential zone are delineated on Exhibit 5. The R- 1 through R-5 areas are described in the following list.

- R-1A contains a total of 2,075 dwelling units on 294.55 acres. At a maximum density of eight dwelling units (D.U.) per acre, this area could, theoretically, incur an increase of 281 units. There are also 2.87 vacant acres in this zone, which may include some miscellaneous parcels that are not developable, but which primarily include property presently being redeveloped. Additional development of vacant properties would allow a maximum or gross number of 303 D.U.'s within this zone.

- R1B contains a total of 1,322 D.U.'s on 114.64 acres plus nine group quarters (church convent) on .50 acre. At a maximum density of 12 D.U.'s per acre, this area could incur an increase of up to 53 additional units. Combined with .41 vacant acres, the maximum or gross number of units that could be added would be 57.

- R-3 contains a total of 1,858 D.U.'s on 77.65 acres. At a maximum density of 28 D.U.'s per acre, this area could incur an increase of 316 units. Combined with .28 vacant acres, the maximum or gross number of D.U.'s that could be added would be 323.

- R-4 contains a total of 331 D.U.'s on 13.66 acres. At a maximum density of 40 D.U.'s per acre, this area could incur an increase of 215 units. Combined with .08 vacant acres, the maximum or gross number of units that could be added would be 218.

- R-5 contains "The Shores", a high-rise condominium development totalling 1,467 units. The zone was created specifically for this development, is totally developed, and consists of 29.74 acres.

- "The Cays", which is the largest residential development in the City, is located adjacent to the San Diego Bay and covers 154.83 acres. A total of 1,180 units have been built on the site, 769 single family dwellings and 411 condominiums. See Table 11 for dwelling units by area. The Special Use Permit, issued by the Cityfor the Cays project, governs all development there. Only 16 vacant buildable lots remain at the Cays.

- "Residential-Special Care" is fully developed and includes two projects. One is a 92 unit project which is located on a parcel across the street from the hospital and is designed to house ambulatory individuals who need access to a medical facility. The second project is a 90-bed skilled nursing facility operated by the hospital. The zone, created specifically for this use by the City, is titled R-SCD. These

projects have been completed and are currently occupied. The Villa Coronado and Coronado Royale total 2.33 acres.

"Residential Planned Community Development" zone is fully developed and consists of 744 units on 21.16 acres. The residential developments include the Coronado Village Condominiums containing 33 units, the Landing condominiums containing 92 units, the Point condominiums containing 80 units and Oakwood Apartments containing 549 units.

TOTAL UNITS = 8,977

*This does include 6 miscellaneous units in the R1B zone and 12 miscellaneous units in the R-3 zone.

*This does not include the 83 units in C-C, H-M and L-C zones.

*This does not include residential group quarter units in the RSCD.

TOTAL VACANT LAND = 3.64

TOTAL POTENTIAL ADDITIONAL DWELLING UNITS = 917

A statistical summary of existing acreage, development and vacant land is presented in Table 14.

TABLE 14
RESOURCE SURVEY
DWELLING UNITS AND VACANT LAND BY RESIDENTIAL ZONE*

Residential Zone	Single Family		Duplexes		Condominium Units		Apartments	
	Acres	D.U.'s	Acres	D.U.'s	Acres	D.U.'s	Acres	D.U.'s
R-1A	288.38	2,025	1.18	24	.54	18	.32	8
R-1B	108.94	1,204	2.17	52	.96	35	.79	25
R-3	29.06	397	5.94	160	14.45	466	20.55	823
R-4	2.69	47	.32	10	3.01	126	3.33	148
R-5	0	0	0	0	29.74	1,467	0	0
R-PCD	0	0	0	0	7.25	195	13.91	549
Special Use Permit	75.93	769	0	0	32.77	411	0	0
Other	.64	6	.34	8	0	0	.69	69
TOTAL:	505.64	4,448	9.95	254	88.72	2,718	39.59	1,622

GRAND TOTAL UNITS = 9,042

** This does not include 6 miscellaneous units in the R1B zone and 12 miscellaneous units in the R-3 zone.*

** This does not include the residential group quarter units in the RSCD zone.*

Source: City of Coronado, 1991 Land Use Matrix (February 1991); revised December 1993.
Table constructed by Castañeda & Associates.

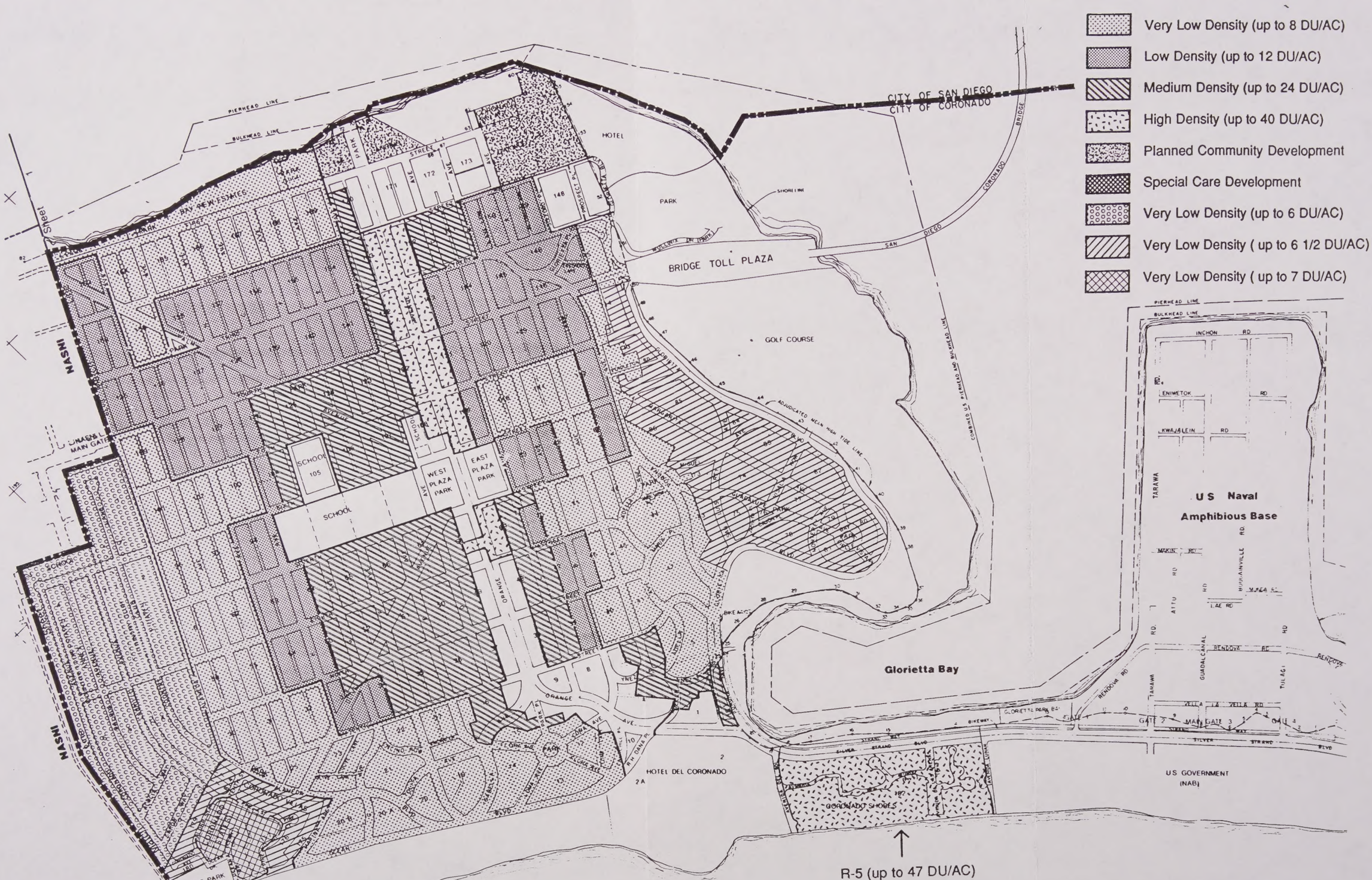


EXHIBIT 5

Residential Zones
CORONADO HOUSING ELEMEN

Military Housing

North Island Naval Station has 55 single family homes. The Naval Amphibious Base has 80 single family homes and 200 duplex units. The Naval Communications Station has 4 single family homes; the Navy Strand Housing has 210 single family units; and Strand 2 has 180 single family homes. The 180 unit project, known as Silver Strand, was completed in 1990 and contributes to the City's "share of regional housing needs". It consists of 120 two-bedroom units and 60 three-bedroom units. These units are designated for families and single parents having custody of children.

The Cays

The Cays has largely built out over the past five years. There are only **16** vacant buildable lots remaining. As mentioned earlier, a 450 room hotel is currently under construction. Table 15 summarizes the housing unit by villages at the Cays.

In addition to all of the above, two single family homes exist on the Silver Strand State Beach for the park rangers and 11 of the hotel or motel units in Coronado are utilized by management as permanent residences.

TABLE 15
CORONADO CAYS HOUSING UNITS BY VILLAGES

		UNIT TOTALS
JAMAICA VILLAGE:		99
Half Moon Bend	65 units	
Jamaica Village Rd.	14 units	
Gingertree	20 units	
GREEN TURTLE VILLAGE:		201
Green Turtle	44 units (and 4 vacant lots)	
Sixpence	19 units (and 1 vacant lots)	
Sandpiper	43 units (and 3 vacant lots)	
Admiralty Cross	28 units (and 2 vacant lots)	
The Point	54 units (and 3 vacant lots)	
ANTIGUA VILLAGE:	108 units	108
BAHAMA VILLAGE:		111
Bahama Bend	35 units	
The Inlet	9 units	
Catspaw Cape	67 units	
TRINIDAD VILLAGE:		106
Port of Spain	58 units	
Trinidad Bend	48 units	
KINGSTON VILLAGE:	84 units	84
MONTEGO VILLAGE:	72 units	72
BLUE ANCHOR ROAD:		85
Blue Anchor Rd.	52 units	
Buccaneer Way	28 units (and 5 vacant lots)	
PORT ROYALE:		
Aruba Bend	37 units	
Bridgetown Bend	46 units	
Delaport	30 units	
Mardi Gras	20 units	
Port Royale	27 units	
South Cays Court	14 units	
St. Christopher's	29 units	
St. Kitt's	8 units	
Tobago Way	2 units	
Tunapuna Lane	56 units	
CALYPSO CAY:		61
Spinnaker Way	60 units (and 1 vacant lot)	
OTHER:		3
TOTAL DWELLING UNITS:		1,180
(Single Family 769)		
(Condo Units 411)		
TOTAL VACANT BUILDABLE LOTS:		16
ESTIMATED BUILD-OUT:		1,196

ASSESSMENT OF LAND SUITABLE FOR RESIDENTIAL DEVELOPMENT

The following sites were evaluated with regard to the potential for residential development:

1. **Vacant Land:**

Coronado Cays Build Out:	16 units
R1A zone	22 units
R1B zone	04 units
R-3 zone	07 units
R-4 zone	03 units
TOTAL	52 units (above moderate units)

2. **Former Police Facility Site:** This site located at 6th Street and Orange Avenue could be used for affordable housing since a new police facility is currently be constructed at 7th Street and Orange Avenue. The site is currently zoned CU/OS and would require the rezoning of the property to residential. The residential density could be R-4 which is consistent with other residential zoned properties on Orange Avenue. The lot is 50' x 140' (7,000 sq. ft) and with R-4 zoning would yield 19 units. If at least 20% were reserved affordable to low or 10% affordable to very low income units, the project would be entitled to a 25% density bonus for a total of 24 units.
(49% very low and low income -11 units, 51% moderate - 13 units)

3. **School District Site:** The School District is considering the reuse of a 44,500 square foot school site at Palm Avenue and D Street, currently occupied by a vacant school. The City is conducting meetings with a School District subcommittee to discuss the potential for development of the affordable housing on the site. The site is currently zoned CU/OS and would require the rezoning of the property to residential. The residential density could be R-3 which is consistent with other residential zoned properties a block away from Orange Avenue. The lot is 44,500 square feet and with R-3 zoning would yield 28 units. With a 25% density bonus, the project would result in 35 units. The last informal proposal submitted by the School District to the CDA included 42 units with 49% affordable to very low and low incomes (20 units) and 51% affordable to moderate incomes (22 units).

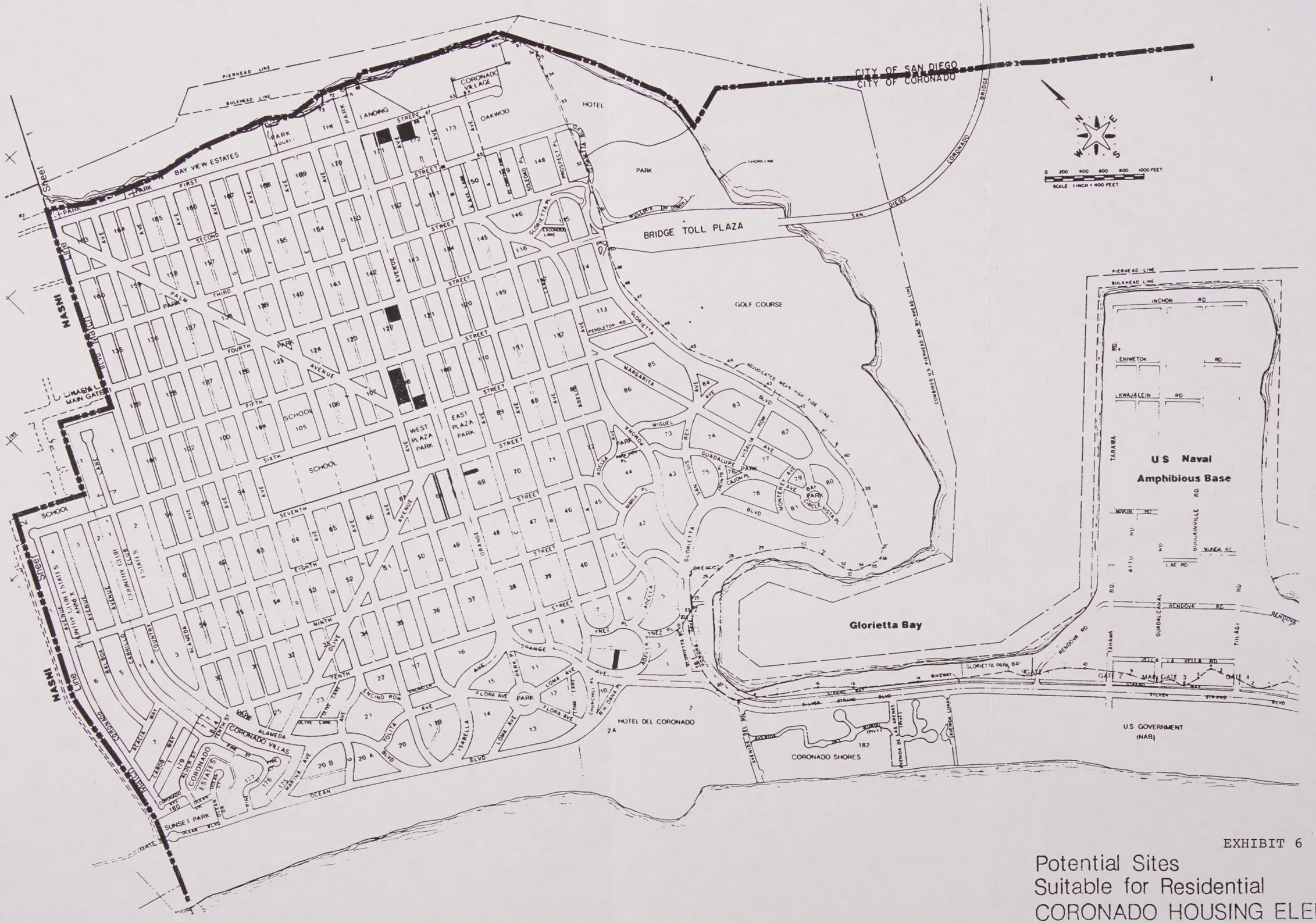


EXHIBIT 6

Potential Sites
Suitable for Residential
CORONADO HOUSING ELEMEN

4. **L-C (Limited Commercial) Sites:** There are two vacant sites in the Limited Commercial zone (on First Street and C Avenue) that are located across from commercial and residential development that are adjacent to the San Diego Bay. These two sites merit discussion.

   The larger of the two parcels contains 21,750 square feet and was the site of the old water tower. The site is owned by the California-American Water Company and is currently for sale. The site could be rezoned with a PCD overlay with R-3 density to permit both residential and commercial on this parcel. This site could yield at least 14 units, and 18 units with a density bonus. The income breakdown is assumed to be 28% low (5 units), 52% moderate (9 units), and 20% market (4) units based upon proposals from private developers.

   The second parcel contains 14,000 square feet. This property is owned by Bank of Coronado and was originally intended for the development of a banking facility. This site is also currently for sale and the city has received a proposal for a mixed-use affordable housing project. The proposal would require the rezoning of the property with a PCD overlay to permit mixed use. The project contains 25 units with 28% (7) affordable to low, 52% (13) moderate income and 20% (5) market rate.

5. **C-C (Central Commercial) Site:** There is one vacant, developable piece of property in the Central Commercial Zone located in the 1300 Block of Orange Avenue. This parcel contains approximately 8,000 square feet. If the property was rezoned to permit mixed use and if the residential density was established at R-4 which is consistent with other residential zoned properties along Orange Avenue, a total of 7 units could be developed. The income breakdown on this property is uncertain but the City would encourage 49% of the units to be affordable to very low and low income (3 units) and 51% affordable to moderate income households (4 units).

6. **Hakes Site:** The Hakes property is located in the 400 Block of Orange Avenue and contains 25,500 square feet. The Hakes recently submitted a proposal to the Community Development Agency (CDA) for the conversion of motel property to affordable housing units. The project contains 29 units affordable to very low, low and moderate incomes. (49% very low and low -14 units, and 51% moderate - 15 units).

7. **Aurich Site:** The Aurich property is located in the 700 Block of Orange Avenue and contains 7,000 square feet. Mr. Aurich recently submitted a proposal to the CDA for the new construction of 6 affordable housing units. Two existing units on the property would be demolished so the next increase would be 4 units. These units would also be affordable to very low, low, and moderate incomes. (49% very

low and low income - 2 units, and 51% moderate, 2). The other 2 units are not included since 2 units previously existed on the site.

8. **Infill-Redevelopment Sites:** Since 1985, the City has developed an average of 22 new units per year. This figure is the net increase in housing and also excludes large development which has occurred in the past including the Landing project (92 units), Point project (63 units), Coronado Cays build-out on vacant land, and Oxford Condominium project (33 units). The elimination of these larger developments provides a more realistic projection of future development. Since 1989, the City has also developed an average of 22 units per year. Given past development trends, it is assumed the rate of at least 22 units per year will continue resulting in a total 110 units.

   The 110 units will be located in either 4% of the underdeveloped land in the R1B zone, 15% of the underdeveloped land in the R-3 zone, and 40% of underdeveloped land in the R-4 zone. The underdeveloped land in all these zones could accommodate an additional 584 units. While 110 units would normally be developed based upon past trends, through the housing incentive program, density bonus program and CDA programs, past development trends could more than double resulting in a total of 235 affordable infill housing units. The sites will accommodate 38% very low (89 units), 53% moderate (125 units) and 9% (21 units) above moderate income households.

9. **Mixed Use Sites:** The mixed use sites would be created through the Mixed Use Program and are located in the Limited Commercial and Central Commercial Zones. Approximately 24 acres are located in these zones. Three vacant sites totaling approximately 43,750 square feet exist in these zones and were described above. Remaining property in these zones have existing retail or commercial development on the ground floor, and in some cases, residential units above. Both zones have a height limit of three stories or 40 feet which would facilitate residential units above commercial development. At least 100 units could be developed on the Mixed Use Sites with 50 units developed on the vacant sites identified above and the remaining 50 units developed throughout the L-C and C-C zones. The remaining 50 units would be affordable to very low and low income households.

SUMMARY OF HOUSING SITES ANALYSIS AND RELATION TO REGIONAL HOUSING NEEDS REQUIREMENTS

1.	Approved, yet to be constructed (above moderate)	6 units
2.	Vacant Sites (above moderate, only realistic sites included)	36 units
3.	Mixed Use Sites (Mixed Use Program 50 very low/low) (15 very low/low, 26 mod, 9 above mod)	100 units
4.	School District and Police Facility Site (CU/OS Rezone Program) (49% very low/low-31, 51% mod-35)	66 units
5.	Hakes and Aurich sites (CDA Program) (49% very low/low-16, 51% mod-17)	33 units
6.	Increased Infill and Redevelopment Sites (Past Development Trends, CDA Program Housing Incentive/Density Bonus Program) (37% very low/low -87, 53% mod.-125, 10% above-23)	235 units
TOTAL		476 units

	Remaining RHNS Need	Sites Accommodation of Needs
Very Low/Low	199	199
Moderate	203	203
Above Moderate	67	81
Total	469	476

The additional need for very low and low income housing is 199 units based upon the total need of 389 less the 180 housing units that have already been developed at the Silver Strand military housing project and the Commercial rehabilitation project on Orange Avenue . The Strand project consists of 120 two-bedrooms and 60 one-bedroom units and is affordable to military families. The monthly housing costs range from $314 to $508. The Commercial rehab project consists of eleven (11) single room occupancy units with four of the units affordable to very low income households with maximum rents (including utilities) of $398; six of the units affordable to low income households with rents (including utilities) ranging from $476 to $635; and one unit affordable to a moderate income household.

INVENTORY OF NON-GOVERNMENTAL CONSTRAINTS

There are several factors that place limitations or constraints on housing development and housing programs in Coronado. Although they interrelate, the non-governmental constraints include geographical/social, land values, availability of financing and construction costs.

Geographical/Social

Geography places very obvious limitations on development with measurable portions of Coronado either adjoining water (ocean or bay) or a public beach. This condition results in acres of land which are not developable.[1] This coastal City also has attracted people for almost 100 years because of its proximity to water.

People have purchased primary, secondary and rental property because of the location and also because the property has a higher than average market value. This investment in the City has both tangible and emotional aspects generating strong reaction from the citizens regarding housing issues.

Housing Values and Rental Costs

The location and desirability of the area directly contributes to the high dwelling unit prices and rental rates in Coronado. Historically, Coronado has had housing costs that exceed or are the highest in San Diego County. January Home Resales, published in the San Diego Union newspaper, shows a median resale housing cost of $460,000 for Coronado. This is the highest median cost of the South Bay communities and second only to Del Mar in all of San Diego County. (Refer to Table 17.)

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1 Approximately 18% of the Coronado SRA, Source: SANDAG

According to the Lee Mather Company, a 3,500 square foot lot in Coronado would cost approximately $70-75 per square foot, while a 5,600 square foot lot would cost around $60-65 per square foot. Using the low ranges for these examples, a 3,500 square foot lot would cost approximately $245,000 while a 5,600 square foot lot would cost around $336,000 in "good locations". Mr. Roy DeMille of Bud Forrest Reality indicates that vacant residential land is unavailable in Coronado. A lot with an existing older home (approximately 1,100 square feet), costs in the range of $320,000. The cost of demolishing the unit and preparing the site for construction increases the cost to $400,000.

TABLE 17
COST OF RESALE HOMES
REGIONAL HOUSING NEEDS STATEMENT
SAN DIEGO REGION
JANUARY 1990

South Bay		East County	
Coronado	*$460,000*	El Cajon	$179,500
Chula Vista	156,500	La Mesa	215,000
Imperial Beach	147,000	Lemon Grove	139,500
National City	117,000	Santée	150,000
San Diego*	90,000-590,000		

North County Coastal	Median	North County Inland	Median
Carlsbad	$290,000	Escondido	$170,000
Del Mar	475,000	Poway	168,000
Encinitas	279,500	San Marcos	155,000
Oceanside	151,000	Vista	180,000
Solana Beach	388,000		
		Unincorporated*	$125,000-1,395,000

** Ranges (low-high) reflect the median housing cost of resale homes by communities.*

Source: San Diego Union, February 25, 1990 - January Home Resales in San Diego County

The most recent data on housing values and cost are derived from the 1990 Census. The estimated value of owner-occupied housing units, as of April 1990, is reported on Table 18. The Census defines "value" as: "Housing value is the respondent's estimate of how much the property would sell for if it were for sale. Value is tabulated for all occupied housing units that were owned, being bought, or were vacant at the time of enumeration". About 4 out of every 10 owned-occupied housing units had an estimated value of $500,000 or more. Another 43% of the stock had housing values in the range of $300,000 to $500,000. At the other end of the value spectrum, 3.6% of the owner-occupied units had values of less than $150,000.

TABLE 18
CITY OF CORONADO
VALUE OF OWNER-OCCUPIED HOUSING — APRIL 1990

Value	Number of Units	Percentage Distribution
< $100,000	43	1.5%
$100,000 - $124,999	28	1.0%
$125,000 - $149,999	30	1.1%
$150,000 - $174,999	36	1.3%
$175,000 - $199,999	37	1.3%
$200,000 - $249,999	111	4.0%
$250,000 - $299,999	197	7.0%
$300,000 - $399,999	584	20.8%
$400,000 - $499,999	640	22.8%
$500,000 or more	1,098	39.2%
TOTAL:	**2,804**	**100.0%**

Source: 1990 Census of Population and Housing.
Table construction by Castañeda & Associates.

With regard to rents, the data are tabulated in Table 19. The Census defines rent as: "It is the monthly rent agreed to regardless of any furnishings, utilities, fees, meals, or services that may be included. Contract rent is tabulated for all housing units being rented or that are vacant for rent". About 3 out of 10 rental units had monthly rents exceeding $1,000. Another 21% had rents of $750 to $999 per month. An estimated 14.7% of the rental stock had monthly rents of less than $500.

TABLE 19
CITY OF CORONADO
DISTRIBUTION OF CONTRACT RENTS — 1990

Contract Rent	Number of Units	Percentage Distribution
< $300	96	2.7%
$300 - $349	43	1.3%
$350 - $399	94	2.8%
$400 - $449	127	3.8%
$450 - $499	140	4.1%
$500 - $549	192	5.7%
$550 - $599	254	7.5%
$600 - $649	277	8.2%
$650 - $699	256	7.6%
$700 - $749	235	6.9%
$750 - $999	720	21.2%
$1,000 or more	957	28.2%
TOTAL:	**3,391**	**100.0%**

Source: 1990 Census of Population and Housing.
Table construction by Castañeda & Associates.
(206 households resided in units with no cash rent.)

Housing values and rents are not within the means of the City's very low and low income households. To address these needs, particularly by renter households, the City continues to participate in the Section 8 program and has expanded the Local Rent Subsidy Program from 60 to 110 assisted households.

Availability of Financing

Cost of Financing

Of various residential financing, ranging from conventional to FHA, only conventional home loans are available for units on Coronado.[1] The reason other options, such as VA and FHA are not available is the above average value of property in the City. For example, in San Diego County, the maximum VA loan is $184,000. This maximum loan amount can be compared to Western Financial's average single family market value estimate of over $500,000 in Coronado. As of April 1991, for a single family owner-occupied unit in Coronado, the interest rates are:

Type of Loan	Rate	Plus
Adjustable	7-4/8%-9-1/8%	1-1/2-3 points plus $250
Fixed [2]	9-5/8%	1-1/2 points plus $250

Interest rates and term influence greatly the monthly costs of housing. The monthly payment on different mortgage loan amounts and interest rates are summarized in Table 20.

TABLE 20
MONTHLY MORTGAGE PAYMENTS *
(ROUNDED TO THE NEAREST DOLLAR)

Loan Amount	10%	11%	12%	13%	14%	15%
$250,000	$2,195	$2,382	$2,572	$2,768	$2,963	$3,163
$300,000	2,634	2,859	3,087	3,321	3,555	3,795
$350,000	3,073	3,335	3,601	3,875	4,148	4,428
$400,000	3,512	3,812	4,116	4,428	4,740	5,060
$450,000	3,951	4,288	4,630	4,982	5,333	5,692
$500,000	4,390	4,675	5,145	5,535	5,925	6,325

** Assumes a 30-year, fixed-rate loan.*

[1] *Mary James, Western Financial, San Diego, telephone conversation, April 2, 1991.*
[2] *30 year term.*

Mortgage Deficient Areas

There are nine census tracts located in the City of Coronado. As shown in Exhibit 7, the boundaries of the census tracts include the City's major residential districts. The number and types of loans currently available are influenced by economic trends and conditions, particularly the resale market. The City supplements existing private market financing with below market interest rates for owner and investor residential properties.

Cost of Construction

Within the City limits of Coronado the cost of constructing residential units is approximately $72 per square foot for a Type Five wood frame single family unit. For a wood frame, multi-family units, the construction cost is approximately $62 per square foot.

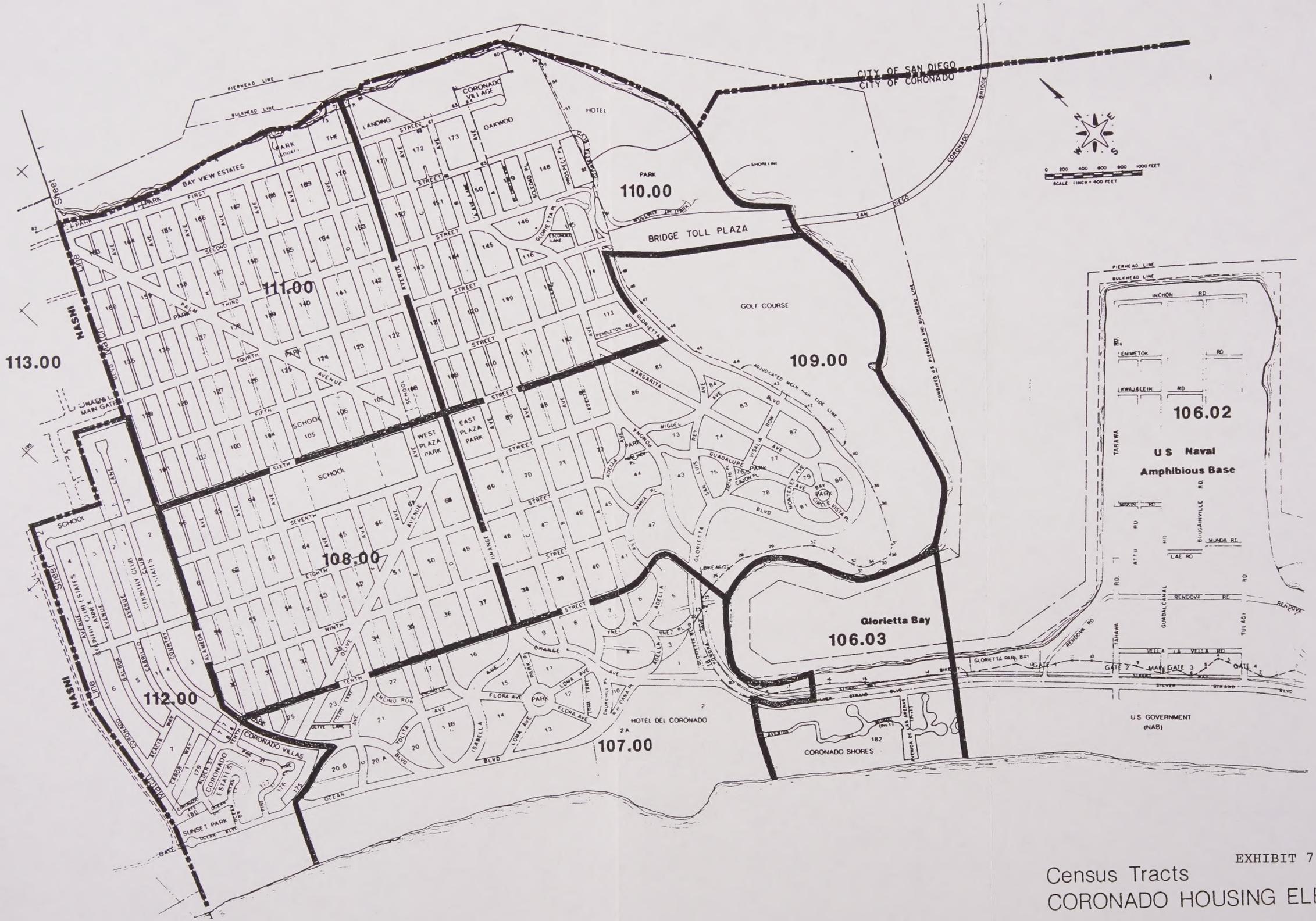

EXHIBIT 7

Census Tracts
CORONADO HOUSING ELEME

Relationship Between Densities and Affordable Housing Costs

There is an implicit assumption that increasing densities will contribute significantly to the production of new affordable housing. While increased densities may reduce per unit land costs, the reduction is often insufficient to enable the development of new affordable housing. Frequently, land is required at zero costs, regardless of densities, to *help* bring new housing within the economic reach of very low and low income households.

To better gauge the relationship between densities and affordable housing costs, an affordable housing gap financing analysis was completed. The analysis is presented on the next page in two parts: 1) pro-forma cash flow statement; and 2) sources and uses of funds. In addition, two charts have been prepared to explain the line items included in the gap financing analysis.

In summary, the analysis shows the following:

- The total development costs to build 209 housing units for very low and low income households is $16,839,052. For purposes, of illustration, the assumption is made that all the units would be constructed on one site as a project.
- The rents affordable by very low and low income households can support a loan only in the amount equal to 36% of the total project development costs. Thus, the financing gap is more than $10.7 million which would need to be derived from private, city, State and/or Federal subsidies.
- The above analysis excludes any costs attributable to land acquisition. Land at zero costs is often necessary to make an affordable housing development financially feasible. In this context, the density of development is not the critical factor it often is assumed to be since land is needed at zero costs.

CHART 1
CITY OF CORONADO
PRO-FORMA CASH FLOW STATEMENT

Bedroom Mix: The bedroom mix consists of one- and two-bedroom units. Based on household size standards 1-bedroom units are appropriate for a 2-person household, and 2-bedroom units are appropriate for a 3-person household.

Monthly Rent: The monthly rents correspond to the income group and unit size factors that determine the affordable housing costs. Refer to Table 5, p. 3-9.

Common Area: The common area equals 13% of the total square footage in the replacement housing development. The common area accounts for walls, hallways, laundry rooms and entryways. The common area square footage does not make any allowance for a central dining room or kitchen.

Other Income: This component includes laundry income based on $4 per month per unit (209 x $4 x 12 = $10,032).

Vacancy: To assist in quantifying the "net operating income", it is necessary to deduct income not gained due to vacant units. The 5% vacancy allowance is a rule-of-thumb that meets most lenders criteria. Occasionally, a 4% vacancy factor is permitted for low income housing developments.

Operating Expenses: This estimate is based on actual costs rather than as a percent of gross income. Western National Property Management provided data on the operating costs for affordable senior housing developments. (WNPM was founded in 1963 and currently manages more than 12,000 units of income restricted apartments throughout Southern California.) The components of operating costs include the following:

- √ General Administrative: advertising and promotion; legal; accounting/audit; security; and general office.
- √ Utilities: electricity; gas; trash; water; and sewer.
- √ Payroll: payroll; payroll leasing; and payroll taxes and fringe.
- √ Maintenance: painting; repairs; exterminating; grounds; elevator; and other.

Replacement Reserve: This estimate is based upon .6 of 1% of the hard construction costs (i.e., architecture/engineering + development impact fees + construction). This estimate meets the HUD and CHFA guidelines for calculating replacement reserves. Some lenders require the replacement reserve to be impounded.

Real Estate Taxes: The real estate taxes are based on 1% of the estimated development costs of $16,839,052. (1% of $16,839,052 = $168,391). The annual per unit taxes equal $805.

Net Operating Income: The NOI equals gross income + other income minus vacancy loss, operating expenses, replacement reserve and real estate taxes.

Debt Service Coverage: The ratio of 1.10 is applied to the net operating income to compute the annual income that could be applied to service a first mortgage loan. The debt coverage service ratio is based upon the standard applied by the Savings Association Mortgage Company, Inc. (SAMCO), a corporation formed to assist in creating and financing affordable housing.

Maximum Permanent Mortgage: The mortgage amount is computed on the basis of the amount that can be contributed to debt service ($585,701), with a term of 30 years at an interest rate of 9%.

CHART 2
CITY OF CORONADO
SOURCES AND USES OF FUNDS

Financing Gap: As noted, the total development costs for the hypothetical project in equals $16,839,052. Given the affordable rent levels and all the other factors considered in the pro-forma, a first mortgage of only $6,066,006 can be supported — 36% of total development costs. The "financing gap" is the amount that needs to be bridged in order to make the project feasible. Stated differently $10,773,046 is needed from other city sources and/or Federal and State housing programs to make the project financially feasible.

Land Acquisition: No estimates are made of land costs. The financial analysis clearly shows that even with land at zero costs, deep subsidies are necessary to make affordable housing economically feasible. The density of development is not the key constraint factor as frequently assumed because, as shown land is needed at zero costs.

Architecture/Engineering: The estimate is calculated as 3% of the total construction costs for the project. The A/E costs can be as high as 4% but vary depending on the complexity of the site and physical conditions.

School Impact Fees: The fees are computed at $1.58 per square foot. (227,930 sq. ft. x $1.58/sq. ft. = $360,129).

City Per Unit Fees: The fee amount is calculated at $4,000 per unit (209 x $4,000 = $836,000).

Construction Costs: The estimate of $62/sq. ft. was applied to the gross square footage to determine total construction costs.

Appraisal: Usually an appraisal may cost between $3,500 to $15,000. The $10,000 entry is an estimate of what may be the costs. (If several developments were built then the costs would be higher.)

Taxes: The estimate represents an allowance for this cost factor. During the construction phase, property taxes must be paid on the land.

Escrow, Title Insurance and Recording: The estimate is an allowance for these costs incurred during the development phase.

Rent-Up Account: The estimate is calculated at 15% of the first year's gross income. The rent-up account represents the amount needed to cover fixed and variable operating expenses prior to full occupancy. The 15% standard is based on CHFA guidelines.

Marketing: The estimate is an allowance for this cost factor. The marketing costs encompass brochures, furnishing of a unit, advertising and personnel.

Construction Interest: The criteria for this cost factor is 10% for 12 months on an average of 60% of the loan outstanding. The assumption is that the construction loan is no larger than the first mortgage.

Construction Loan Points: This estimate is based on 2% of the first mortgage amount.

Permanent Loan Points: This estimate is based on 2% of the first mortgage amount.

Other Financing Costs: The estimate is an allowance for this cost factor.

Contingency: The estimate is an allowance for this cost factor.

INVENTORY OF GOVERNMENTAL CONSTRAINTS

The effects of four potential governmental constraints are described in this sub-section. The constraints analysis includes the following: land use controls: permits and processing; building codes and enforcement; and on-and off-site improvements.

Land Use Controls

Development standards for the various residential zones in Coronado are presented in Table 22, including density, minimum lot size, parking and height. The City contains a variety of residential development zones ranging from the more traditional R-1 single family to contemporary Planned Community Development. Additional property development standards are presented in Table 23, including setbacks, lot coverage, street width maximum and curbing.

On May 5, 1987, Coronado adopted an ordinance to permit modular or mobile home development of single family homes in the R-3 zone. Coronado does not have a specific ordinance that would implement the full intent of the second unit or "Granny house" legislation for R-1 zoning. However, the City has informed the State Office of Planning and Research that within the existing R-1B zone (one d.u./3,500 sq. ft.) and the R-1Ae zone (one d.u./5,250 sq. ft.) it is feasible to add a second unit to an existing single family unit **if it meets minimum size for 2 units.** There are numerous lots within R-1B zone that presently have one single-family home on a 7,000 square foot lot. Similarly, many properties exist in the R-1Ae zone that have one single-family home on a 10,500 square foot lot.

The residential zones provide sufficient flexibility to permit a range of housing types. The provision of affordable housing requires a density range of 18-25 DU/AC to serve low-income households and a density range of 25-40 DU/AC to serve very low-income households. The R-3, R-4, R-5 and R-SCD zones fall within those parameters. The R-PCD zone has flexible standards to encourage a wider range of housing opportunities. Parking is not related to number of bedrooms and is only based upon the number of units. Senior parking requirements may be modified by a Special Use Permit and parking plan review or a change in the development standards.

TABLE 22
RESIDENTIAL DEVELOPMENT STANDARDS

Housing Types	Density	Minimum Lot Size	Parking	Height
R-1A Single Family Residential	8 d.u./acre	5,500 (5,250 certain areas)	2 spaces per d.u.	25'
R-1B Single Family Residential Includes townhouses, patio homes & cluster houses	12 d.u./acre	3,500 s.f.	2 spaces per d.u.	25'
R-3 Multiple Family Residential	28 d.u./acre	3,500 s.f. lot with 1,556 s.f. lot area per d.u.	2 spaces per d.u.	30'
R-4 Multiple Family Residential	40 d.u./acre	3,500 s.f. lot with 1,090 s.f. lot area per d.u.	2 spaces per d.u.	40'
R-5 Multiple Family Residential	47 d.u./acre	—	2 spaces per d.u.	150'
Residential-Special Care Development Zone, housing for ambulatory elderly	40 habitable units/acre 2 occupants per unit*	2 acres	1 space per unit	30'
R-PCD Residential, Planned Community Development	Proposed by precise development plan & approved by City Council			
PCD Planned Community	Cannot exceed maximum density of underlying zone (prior to PCD Zone)	Precise development plan City Council approval	Proposed by precise development plan and approved by City Council	Cannot exceed height limits of underlying zone (prior to PCD Zone)

* A "habitable unit" is a dwelling unit without a kitchen.

TABLE 23
ADDITIONAL PROPERTY DEVELOPMENT STANDARDS

Housing Types	Setbacks	Coverage*	Floor Area Ratio	Requirements	Requirements
R-1A	Front Yd.: 25' Side Yd.: 3' to 5' (10% lot width) Rear Yd.: up to 15' (20% lot depth)	50%	75% of gross lot area	Curb & Sidewalks required; 48', curb to curb	N/A
R-1B	Front Yd.: 25' Side Yd.: 3' to 5' (10% lot width) Rear Yd.: up to 10' (10% lot depth)	50%	75% of gross lot area	(SAME)	N/A
R-3	Front Yd.: 25' Side yd.: 3' to 5' (10% lot width) Rear Yd.: up to 10' (10% lot depth)	60%	90% of gross lot area	(SAME)	35% of gross lot area
R-4	Front Yd.: 25' Side Yd.: 3' to 5" (10% lot width) Rear Yd.: up to 10' (10% lot depth)	60%	160% of gross lot area	(SAME)	(SAME)
R-5	N/A	33%	N/A	(SAME)	(SAME)

*An additional 5% of the gross lot area is allowed for balconies, architectural projections, unenclosed patios, gazebos, trellises, porches, decks, and similar structures.

Permits and Processing

Development related fees and processing time can function as a constraint on residential development. Lengthy project processing may cause some developers (especially those with small projects) to avoid a city or county that has a reputation of long processing periods.

Table 24 lists the types of development-related processes and also the time and cost per process. Processing time is reasonable for each process, ranging from a General Plan Amendment to an environmental impact report. Most processes can be completed within a period of one to two months.

The 1990/1991 Construction Industry Federation Regional Fee Survey compared development fees of all 19 jurisdictions within San Diego County. As shown in Table 25, Coronado's development fees are comparable and, in many cases lower, than other communities in the County.

TABLE 24
DEVELOPMENT-RELATED FEES AND PROCESSING TIME IN CORONADO

Type of Process	Processing Time (In Weeks)	Fee
General Plan Amendment	6-10	$1,000*
Zone Change	5-8	1,000*
Special Use Permit	6-8	500*
Precise Development Plan**	--	--
Variance (Planning Commission)	3-4	300*
Zoning Administration Variance	3-4	200
Tentative Subdivision Map	4-8	1,500*
Final Subdivision Map	3-4	400
Tentative Parcel Map	4-6	700*
Final Parcel Map	3-4	300*
Planning Commission Interpretation	2-4	300*
Environmental Impact Report	9-12	1,000*
Service Request	1	25
Lot Line Adjustment Map	3-4	300*
Certificate of Compliance	2	300*

* Plus a $30.00 fee for each public notice required to advertise the initial public hearing before the Planning Commission and/or City Council.
** A PDP requires a SUP; however, only the SUP requires a fee.
*** Excludes cost of EIR preparation.
Table constructed by Castañeda & Associates.

TABLE 25

1990/1991 Construction Industry Federation Regional Fee Survey

	Carlsbad	Chula Vista	Coronado	Del Mar	El Cajon	Encinitas	Escondido	Imperial Beach	La Mesa	Lemon Grove	National City	Oceanside	Poway	San Diego	San Diego County	San Marcos	Santee	Solana Beach	Vista
Certificate of Compliance	$240/lot	$231	$175	$ 355 + $500 d	$100	$250d	$225	$100	$85	$25/lot	$200	$200	$1000	$1000	$400/lot	$100	n/a	$250	$185
Design Review	$250	$200 or $500	$150	$180	$0	$500, 800 or 1200d	$100	$150	$265	n/a	n/a	n/a	$225	not provided	$1850 + 1000d	$200	.00075 - .003 of BP value + $450	n/a	n/a
General Plan Amendment	$1050 or $2100	$2000 - 4000 d	$1000	$1190	$750	$950d	$474	$850	$715	$300 +$1000 d	$490	$3202, 3949, 5016	$1000	not provided	$1300 + 5560 d	$ 500 - $1000	$1000	$1700	$3460
Planned Development	$3680 or $10500	$2000d PRD $500d PCD/PID	n/a	n/a	$400	specific plan	$3500	$0	$0	$250-400	$400	n/a	$1650	$1850	Subdivision + CUP fees	Subdivision + CUP fees	n/a	n/a	$140
Rezone	$260, 790 or 1970	$2000d	$1000	$1190	$400	1500d	$250, 750 or $1875	$800	$715	$300 +$8/acre	$640	$2574 - $5147	$1600	$1750	$3775 + $1000d	GPA fees	$1550	$1500	$2410
Site Plan	$2630 or $5250	$150 or $250	n/a	n/a	$250	design review	$1000	$300	$265	n/a	$150	n/a	n/a	n/a	$1850 + 1000d	$350 apartments	n/a	$800	$1645 com 1545 ind 3395 apt
Special Use Permit (CUP)	$260	$1000 - 2000d	$500	$715	$100	$1700d	$2500	$650	$465	$375	$400	$1238	$1600	$1750	$3700+ $1000d	. $350	.00075 - .003 of BP value + $1130	$1500	$2865
Specific Plan	$1580, 5250, 12600	$390	n/a	n/a	$400	$4000d	$10K minor $20K major	$850	$715	n/a	$400	$2120	varies	not provided	$18450 d	GPA fees	$1000	n/a	$3190
Variance	$530	$175	$300	$355	$100	$400d	$250	$180	$385	$120	$350	$1995	$275	$2200	$1000	$100	$500	$800	$302
Tentative Parcel Map	$1580	$2500d	$700	$595+120 /lot +450d	$500 + $5/lot	$700d	$800	$550	$ 440 + $30/lot	$875	$300	$ 876 +$49/lot	$500	$2200d	$ 2700 + $500d	$300	$900 + $100/lot	$1015	$925
Final Parcel Map	$1580	$2000d	$300	$120/lot + $700d	.$300 +$5/lot	$950d	$1250 +$20/lot	$600	$315	$1000	$0	$400 +$35lot	$1000 /sheet	not provided	$ 5000d	$100	$700 + $20/lot	$550 + $20/lot	$0
Tentative Subdivision Map	$1050	$2000d	$1500	$1780 + $500d	$550	$2000d	$1132	$800d	$850	$390	$700	$3416	$1650	$2200d	$900 + $6000d	$600	$2000	$2090	$3375
Final Subdivision Map	$2630	$5000d	$400	$1200 + $700d	$350	$950d	$1450	$600d	$1600	$5000	3% of improvements	$750	$1000 /sheet	$2200d	$5000d	$270	$900	$950	$260
Environmental Initial Study	$210	$500d	$250	$295	$100	$400d	$750	$150d	$220	$125	$100	$1152	$100	$1750d	$900	$100	$300	$0	$1485
Environmental Impact Report	$2100	$5000d	$1000	$595 + costs	$750	cost + 15%	$2000 or 4000	$650d	$1000d	cost + 10%	$850 + costs	$6618	cost + 20%	$5500d	$5000, 6000 or 9000d	$1000 + costs	$1250-2500 +120% costs	costs + 8%	$900+ 120% costs

The survey also compared fees for a prototypical home. Each jurisdiction was asked to list all the fees that would be required of a building permit application for a prototype home before a permit could be issued. The following table shows, from highest to lowest, the fee totals. Please note: 1. this only reflects a hypothetical situation; 2. average values were used where necessary. This information should not be used to draw conclusions beyond the parameters of the prototype example.

Total Fee Costs to Build a Prototype Home *

1.	Escondido	$21,507
2.	San Marcos	19,131
3.	Poway	16,740
4.	San Diego City	15,755
5.	Carlsbad	15,742
6.	Solana Beach	14,590
7.	Encinitas	14,527
8.	Chula Vista	14,193
9.	Santee	12,397
10.	Oceanside	12,012
11.	Vista	10,791
12.	San Diego County	9,279
13.	Imperial Beach	8,567
14.	Lemon Grove	8,459
15.	Del Mar	8,222
16.	La Mesa	7,733
17.	El Cajon	7,645
18.	National City	6,443
19.	Coronado	5,908

**Three bedroom, two bath single family detached home. 1800sf (square feet) living area. 400sf garage and 240sf patio. Apx. $139,000 valuation (calculated by each jurisdiction). Type V wood frame construction. 100A single phase electrical, 100,000 Btu FAU gas service, and a common set of fixtures.*

Although residential housing prices in Coronado are among the highest in the County, the cost for residential permits is lower than any of the 18 other jurisdictions.

Each of the 19 jurisdictions in San Diego County charge one or more types of development impact fees. These programs include fees for schools, public facilities, traffic mitigation, sewer, water, fire mitigation, parklands, art in public places, and drainage and flood control to include storm drains. The majority of the jurisdictions in the County charge multiple impact fees. Coronado only charges two; $1.58/sq. ft. school fee (to the school district) and a sewer connection fee of $850/unit. Based on a prototypical residential structure, using the 1990/1991 Construction Industry Federation survey, Coronado is the lowest of the 19 jurisdictions in the County in the total dollar amount charged for development impact fees; 1989/1990 SANDAG & Construction Industry Federation data showed Coronado to be the fifth lowest in the County. A comparison of development impact fees by jurisdiction is shown in Table 26.

Public Services and Facilities

There are no infrastructure deficiencies in Coronado that would constrain residential development. Infrastructure is adequate in all areas of the City.

Building Codes and Enforcement

The City of Coronado implements the Uniform Building Code, 1988 ed. The code enforcement program, staffed by on officer, operates on a complaint response basis. Approximately, 20 complaints are processed each month. Common code enforcements problems consist of illegal units and building activity general remodeling, without a permit. Most code enforcement activity occurs in the area from C to E Streets. This is the more densely populated area of the city. Zonings are R-3, R-4 and Commercial. Illegal units tend to create parking problems, which are more noticeable in multi-family residential areas where parking is limited.

The number of units needing rehabilitation is declining as older units are remodeled or replaced with new housing. Given the lack of vacant land and the high cost of land in Coronado, many owners have elected to remodel.

TABLE 26

Residential Development Impact Fees as Levied by Jurisdiction

Jurisdiction	Public Facilities	School	Traffic Mitigation	Sewer	Water	Fire Mitigation	Drainage and Flood Control	Art in Public Places	Parklands	Housing Trust Fund
Carlsbad	3.5% BP value	$1.58 sq ft	$60 ADT	$1,825 EDU	$2,276 EDU		$2,363 acre		$835	
Chula Vista *	$1,331 unit	$1.58 sq ft	$248 ADT	$2,000 EDU	$2,700 EDU				$1,680	
Coronado		$1.58 sq ft		$850 EDU						
Del Mar		$1.58 sq ft								
El Cajon		$1.58 sq ft							$300	
Encinitas		$1.58 sq ft	$90 ADT	$2,600 EDU	$3,165 EDU	$0.10 sq ft	$0.21 sq ft IS		$1,763	
Escondido	$1,136 unit	$1.58 sq ft	$193 ADT	$4,790 EDU	$3,760 EDU		$8,636 acre	$0.30 **	$1,731	
Imperial Beach		$1.58 sq ft		$234 EDU					$1,100	
La Mesa		$1.58 sq ft		$600 EDU					$275	
Lemon Grove		$1.58 sq ft							$200	
National City		$1.58 sq ft							$125	
Oceanside	$503 unit	$1.58 sq ft	$17 ADT	$1,565 EDU	$1,095 EDU		$3,785 acre		$956	
Poway		$1.58 sq ft	$7 ADT	$2,856 EDU	$2,515 EDU		$1,260 acre		$2,250	
San Diego *	$2,926 unit	$1.58 sq ft	$66 ADT	$3,865 EDU	$1,960 EDU				Inc in Pub Fac	
San Marcos	$5,957 unit	$1.58 sq ft		$2,400 EDU	$1,900 EDU	$318 SFD	$5,307 acre			
Santee		$1.58 sq ft	$178 ADT	$489 EDU	$490 EDU		$597 unit		$3,258	
Solana Beach	1.0% BP value	$1.58 sq ft		$3,000 EDU	$390 EDU	$20 SFD			$600	
Vista	$145 unit	$1.58 sq ft	$120 ADT	$1,731 EDU	$1,390 EDU	$132 SFD	$2,437 acre		$1,253	
Unincorporated		$1.58 sq ft		$1,740 EDU	$1,058 EDU	$0.11 sq ft			$733	

* Chula Vista and San Diego figures represent a weighted average due to significant intrajurisdictional differences. The following provides additional detail of fee structures:

Chula Vista (east of 805)	$1,374 unit	$1.58 sq ft	$285 ADT	$2,000 EDU	$2,700 EDU
Chula Vista (west of 805)	$1,047 unit	$1.58 sq ft		$2,000 EDU	$2,700 EDU
San Diego (Urbanized)		$1.58 sq ft	$151 ADT	$3,865 EDU	$1,960 EDU
San Diego (Urbanizing)	$5,224 SFD	$1.58 sq ft		$3,865 EDU	$1,960 EDU

** $0.30 per sq ft, first 1800 sq ft exempted.

Key:

BP value –	Building Permit Value
ADT –	Average Daily Trips
SFD –	Single Family Dwelling
EDU –	Equivalent Dwelling Unit
sq ft IS –	square feet of Impervious Surface

On- and Off-site Improvements

Coronado is basically a fully developed City with curbs, gutters, sidewalk, infrastructure, etc., and therefore, has minimal on-and off-site improvements required.

Other Constraints

As discussed previously, Coronado has unique physical and cultural features that contribute to special reactions regarding housing issues and new development. Among governmental and related constraints, "Other" constraints may have the most limiting impacts on housing programs in the City.

Article 34 Referendum

The result of the defeat of the Article 34 referendum is that Coronado will not have the option of directly providing and administering subsidized housing. The alternative is to rely on the private sector for this with assistance from the City.

San Diego County Department of Housing and Community Development and Housing Authority

Coronado's community development program is administered by the County's HCD Department and the Housing Authority. The County approves, disapproves and administers programs for the City.

Ranking them in order of impact or effect, the most prominent of the limitations on the program is that of affluence. Relatively few people qualify for the program in Coronado. For example, if their income meets the program criteria, they usually have assets that disqualify them for applying for a loan. Second, although efforts have been made by the Housing Authority staff to inform Coronado residents about the rehabilitation program, many people are suspicious of getting involved in government programs and reject any consideration of them.

Most of the eligible households for assistance in Coronado are elderly; many of them live in rental units. The rehabilitation program does have funds that are allocated to "investor units" or rental units. In Coronado, however, there is not much incentive for an apartment owner to use a County rehabilitation loan to refurbish a unit. Providing a unit for a subsidized tenant (by keeping the rents within County guidelines) results in an income loss for the landlord when the unit can be left as is and command higher rents.

Finally, the Block Grant funding program requires an environmental survey of units proposed for rehabilitation. Many structures in Coronado, commercial and residential, either are or have historical value and/or unique architectural features. This possibility of historical value usually results in a rehabilitation application from Coronado spending 90 days in Sacramento in the State Historical Preservation Office (SHPO).

In addition to greatly increasing the application process, SHPO will often place conditions on how the unit can be rehabilitated. These conditions often add further delays and cost to the rehabilitation process. Sometimes the applicant drops out of the program because of delays and levels of government constraints.

Coastal Commission

Although Coronado has adopted a Local Coastal Program, the Coastal Commission has retained appeal jurisdiction over portions of the City. The structure of the appeal jurisdiction is explained in the following paragraphs.

This "appeal jurisdiction" area includes lands between the sea and the designated first public road paralleling the sea or 300' from the inland extent of any beach or of the mean high tide line if there is no beach, whichever is the greater distance. Also included are lands within 100' of streams and wetlands and lands within 300' of the top of the seaward face of the coastal bluff.

A map has been prepared to show where the California Coastal Commission retains post-LCP certification permit and appeal jurisdiction pursuant PRC S30619(b) and S30603(a) and (a)(2). In addition, developments also may be appealable pursuant to PAC S30603(a)(3), (a)(4) and (a)(5). If questions arise concerning the precise location of the boundary of any area defined in the above sections, the matter should be referred to the local government and/or the Executive Director of the Commission for clarification and

information. This plan may be updated as appropriate and may not include any lands where post-LCP certification permit and appeal jurisdiction is retained by the Commission.

Essentially, what can occur is that a land use decision (permit granted or denied in this area by the City) can be appealed to the Coastal Commission. Exhibit 8 illustrates the appeal jurisdictions (darkly shaded areas). Also, in the illustration, are areas covered by a striped pattern, which designate the jurisdiction of the California Coastal Commission. Unmarked areas surrounded by California Coastal Commission jurisdiction are under San Diego Unified Port District Coastal Permit jurisdiction. The City has no authority over this area, therefore, there are no over-lapping jurisdiction issues.

While it is not anticipated that conflict over residential development would occur in any of the coastal appeals jurisdiction areas, the process does have a potential of constraining development. As of this time, the City has not encountered any conflict with the Coastal Commission and the appeals jurisdiction.

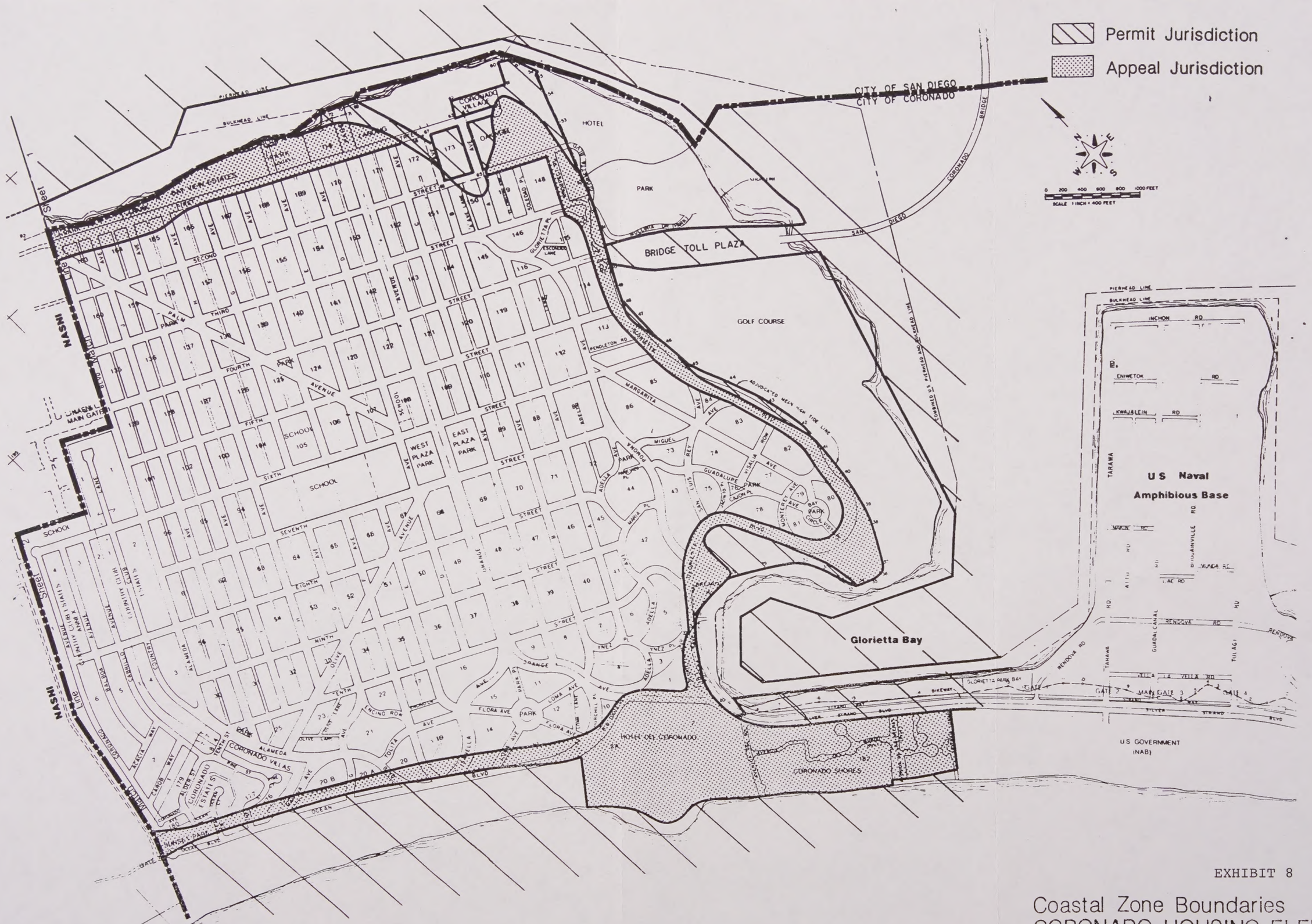

EXHIBIT 8

Coastal Zone Boundaries
CORONADO HOUSING ELEMEN

SECTION TWO:
HOUSING POLICY STATEMENT

INTRODUCTION

Section 65583(b) of the Government Code requires:

"A statement of the community's goals, quantified objectives, and polices relative to the maintenance, improvement, and development of housing."

The following definitions, developed by the State D/HCD, provide guidance on the meanings of these terms:

> *Goals are general statements of purpose. Housing element goals will indicate the general direction that the jurisdiction intends to take with respect to its housing problems. While reflecting local community values, the goals should be consistent with the legislative findings (Section 65580) and legislative intent (Section 65581) of Article 10.6 and of other expressions of state housing goals contained in the housing element law. Goals may extend beyond the time frame of a given housing element.*
>
> *Policies provide a link between housing goals and programs; they guide and shape actions taken to meet housing objectives.*
>
> *Quantified objectives are the maximum actual numbers of housing units that the jurisdiction projects can be constructed, rehabilitated, and conserved over a five-year time frame. In order to more realistically plan for the implementation of housing programs, it is useful for localities to establish objectives for each housing program which will be implemented during the time frame of the element. Objectives may therefore be short-term in outlook compared to community's goals."**

GOALS, POLICIES AND IMPLEMENTING PROGRAMS

The City's housing goals and policies are presented in the following pages. The programs which serve to implement each policy are explained in Section 6. The goals are organized according to the State-mandated considerations of a Housing Element.

During the review of the Housing Element, the City engaged in a comprehensive citizen participation program. The program involved interviews with persons and organizations familiar with real estate and community affairs. During the early stages of the process, information and opinions were gathered from the Senior Affairs Committee. With regard to public review, the Planning Commission conducted two public hearings to review in substantial detail, the preliminary draft report. Input from the community was obtained during both meetings. In addition, the City Council conducted one public meeting to review and discuss the Planning Commissions' comments and those of the community at

large. Based on these meetings and discussions, the City Council "conceptually approved" the Housing Element and, following revisions and changes, authorized the City staff to transmit the Draft housing Element to the State Department of Housing and Community Development to commence the 45-day review period.

Following the State review period and receipt of comments, at least 4 public hearings were held before the Planning Commission and City Council for adoption of the final Element and CEQA analysis. The public was encouraged to participate and offer their comments at these public hearings. The Housing Element was also circulated to the Senior Affairs Committee, School District, Water Company, public library, and City Hall. All amendments to the Housing Element would follow the same degree of public involvement through the public hearing process.

GOALS, POLICIES, OBJECTIVES

According to Article 10.6, a local housing element must contain a statement of housing goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing. The goals, objectives and policies presented in this section are presented in five categories: 1) existing housing, 2) new housing, 3) housing assistance, 4) equal housing opportunity and 5) removing governmental constraints.

Goal -- Existing Housing

- Conserve and improve the condition of the existing standard affordable housing stock

Policies

- To conserve the existing housing stock.
- To promote the rehabilitation of substandard and deteriorating housing.
- To encourage homeowners who cannot afford to rehabilitate their homes to participate in City/County programs.

Objectives

- To improve three alley units per year through code enforcement and incentives to encourage property owners to repair and upgrade these units.
- To increase participation in the CDBG Owner Rehabilitation Program through expanded outreach efforts. The quantified objective is to serve more than three households in the next five years.
- To generate interest in the CDBG Owner Investor Program within the next 12 months through expanded outreach efforts.

Goal -- Affordability Conservation

- Assist in the development of adequate housing to meet the needs of low and moderate income households.

- To support and encourage the participation of Federal, State, and County agencies in housing assistance programs.

- To encourage the retention of rental units in the moderate and lower income levels.

- To explore and evaluate alternatives for preserving the existing stock of affordable housing which are currently being practiced in Southern California coastal communities.

Objectives

- To assist 15 households annually through the Section 8 program.

- To assist 110 households annually through the Local Rent Subsidy program.

- To increase the vacancy factor that determines whether apartments may be converted to condominiums from four percent to five percent.

- To consider an ordinance amendment that would facilitate the improvement and enlargement of legal non-conforming alley units.

Goal -- Development of Affordable Housing

- Identify adequate housing sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups.

Polices

- To increase housing opportunities for moderate and lower income households in Coronado.

- To review land use alternatives to determine whether any City or School District owned properties would be suitable for residential development

- To express a desire for the development of a portion of the school district property as affordable housing.

- To ensure that land use and zoning standards provide sufficient flexibility to promote a wide range of housing types and densities.

- To monitor the City's contribution to regional housing need.

- Support a change to the State housing law that would require the Sand Diego Association of Governments to prepare projections of a City's share of regional housing need over a 20-year period and to include a community's general plan build out as one factor in the allocation of housing need.

Objectives

- To reduce the 20-unit project size threshold for requiring the affordable housing in-lieu fee.

- To consider increasing the amount of the housing in-lieu fee to account for inflation and increase cost of housing.

- To allocate monies in the Affordable Housing Fund toward the development of an affordable housing project and/or to provide additional assistance through expansion of the Local Rent Subsidy program-

- To determine community interest regarding the development , of a senior homesharing program.

- To grant density bonuses and fee waivers for affordable housing developments on a project by project basis pursuant to the implementing procedures for projects under the provisions of AB *1115.*

- To prepare a Public Facilities Plan to determine the highest and best use for City-owned properties.

- To facilitate the school district's efforts to determine the highest and best use for school district properties, including provision of affordable housing on site.

- To continue to facilitate the development of a wide range of housing types through the Land Use Element and Zoning Ordinance

- To prepare an Annual Progress Report.

Goal -- Removal of Governmental Constraints

- Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

- To establish standards and procedures that encourage the development, maintenance, and rehabilitation of affordable housing.

- To review the actions necessary to establish minimum densities in the R-3 and R-4 zoning districts. (A minimum density establishes a threshold below which new housing could not be built.)

- Reduce or waive development fees for residential projects that are consistent with the General Plan and zoning and provide at least 20% of total units as affordable housing pursuant to the implementing procedures under the provisions of AB 1115. (This policy shall be implemented when the City fees are increased to be more consistent with countywide averages.)

Goal -- Equal Opportunity

- Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, or color.

Policies

- To promote the provision of adequate housing for households with special needs, including but not limited to, large families, handicapped persons, families with children, the elderly and the homeless.

Objectives

- Make available to the public the fair housing handbook prepared by the Heartland Human Relations.

OBJECTIVES

Coronado's allocation of Regional Housing Needs for the 1989 to 1996 time period as identified by SANDAG totals 973 units. The City of Coronado does not agree that the regional share allocation for Coronado reflects an accurate projection of future need. The regional share allocation is based on expected employment growth and land availability figures which are inaccurate. Using SANDAG's methodology, the City developed revised regional figures which more accurately reflect the City's regional share allocation and ability to accommodate new growth.

The City's allocation was based upon an assumption that available land for development totaled 263 acres. Actual land available at the time the figures were created in 1986 was 106 acres.

The City's allocation was also based upon an assumption that employment growth would increase from 12,213 to 14,051 excluding civilian employment. Accurate employment projections should have included civilian employment as was done for the rest of the region. Using civilian employment, the employment growth would increase from 17,463 to 19,051.

Based upon the above land and employment data, the City's available land allocation factor would be 0.1 (106 acres / 104,902) and the employment factor would be 0.6 (1,488 / 228,788). Using SANDAG's formula this would result in a total allocation factor for the City of 0.4 (0.1 + 0.6 = 0.7 / 2 = 0.35 ~ 0.4)

Using SANDAG's formula and multiplying the City's allocation factor by the total regional housing need would result in a Regional Share figure for Coronado of 648 units. (.004 x 162,229). The City's Regional Share Allocation is presented in table 28 below:

TABLE 27

Income Group	Number of Units	Percentage Distribution
Very Low	**149**	**23%**
Low	**110**	**17%**
Moderate	**136**	**21%**
Above Moderate	**253**	**39%**
TOTAL:	**648**	**100.0%**

The City feels this is a much more realistic number because the figure is based upon actual land that was available to be developed back in 1986, and accurate employment projections when the forecasting occurred. The income group distribution is also identical to the income distribution need per the SANDAG fair share figures.

According to Section 65583(b) of the Government Code:

"It is recognized that the total housing needs identified pursuant to subdivision(A) may exceed available resources and the community's ability to satisfy this need within the content of the general plan requirements outlined in Article 5 (Commencing with Section 65300). Under these circumstances, the quantified objectives need not be identical to the identified existing housing needs, but should establish the maximum number of housing units that can be constructed, rehabilitated, and conserved over a five-year time frame."

While the Housing Element shows the City has the land available and planned programs to accommodate the 973 units in all income categories, it is important to note that the City recognizes the 648 unit figure to be a much more realistic objective figure given the scarcity of developable and affordable land within the City. The City's planned programs will be implemented to generate the 973 housing units however since this number has been determined to be flawed, the City's quantified objectives are less than the 973. The City's quantified objectives by program and income category are summarized in Tables 29, 30, and 31 below.

Table 29 identifies all of the City's programs including those that do not result in the "creation" of new affordable units but provide subsidies to families to provide affordable housing. The Table also does not include new development at the "above moderate" income category created as a result of infill development or development associated with affordable housing projects. Table 30 below presents information on the creation of above moderate housing units.

TABLE 28
CREATION OF ABOVE MODERATE HOUSING UNITS

PROGRAM	ABOVE MODERATE UNITS
Expanded Density Bonus Ordinance	17
Infill Development/Past Dev. Trends	52 (66)
Mixed Use Program	9
New units completed to 10/94	313
TOTAL	**391**

TABLE 29
REQUIREMENTS AND OBJECTIVES SUMMARIZED

OBJECTIVE	VERY LOW LOW INCOME	MODERATE	ABOVE MODERATE	TOTAL
Sandag Figures	389 (40%)	204 (21%)	380 (39%)	**973**
City Figures	259 (40%)	136 (21%)	253 (39%)	**648**
City Program Objectives	319 (40%)	85 (11%)	391 (49%)	**795**

Table 31 above demonstrates that the City's program efforts fall short of the SANDAG Regional Share figure of 973 by 178 units but exceeds the City's quantified objective number of 648 units by 147 units. The program efforts exceed the City's quantified objective because the City recognizes the importance of demonstrating it's intent to implement programs to provide adequate sites to accommodate the 973 regional share figure. However, the City does not propose program objectives to achieve the 973 figure. While the programs will be implemented, the City has determined the 973 figure does not represent a realistic achievement given the scarcity of land, high cost of land, and variable market conditions. The program objectives will be to exceed the City's quantified objective number of 648 units up to a maximum of 795 units with the income distribution noted above.

6.
5-YEAR HOUSING PROGRAM

INTRODUCTION

According to Section 65583(c), the housing element must include:

> *"A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available. In order to make adequate provision for the housing needs of all economic segments of the community, the programs shall ...address specific needs.*

A 5-year housing program must address five specific need categories:

1. Conservation and Improvement of Existing Housing Stock.
2. Assistance in Affordable Housing Development.
3. Removal of Government Constraints.
4. Provision of Adequate Housing Sites in relation to Project Needs.
5. Equal Housing Opportunity.

The following page provides a five year Action Program Summary which sets forth a five-year schedule of actions the City is undertaking or intends to undertake to achieve the above mentioned requirements. This section also discusses in detail the various programs proposed by the City to address the housing needs of the housing programs identified above.

ACTION PROGRAM SUMMARY

PROGRAM	RESPONSIBLE	TIME	TARGET
CONSERVE AND IMPROVE EXISTING HOUSING			
Code Enforcement	Community Development	Ongoing	-
Alley Housing Improvements	Community Development	Feb. 1995	15
Housing Improvement Coordinator	Community Development/ Com. Dev. Agency	On going	-
CDBG Owner Rehabilitation	Community Development County Housing Authority	5 years	9
CDA Owner Investor	Community Development	On going	-
Local Rent Subsidy Program	Community Development County Housing Authority	per year	110
Section 8 Housing Program	" "	per year	15
Condominium Conversion Ordinance	Community Development	1996	-
Housing Preservation Strategies	Community Development	1996	-
ASSIST IN LOW/MODERATE INCOME HOUSING DEVELOPMENT			
Expanded Density Bonus Ordinance	Community Development	1995	235
Housing Incentive Ordinance	Community Development	1996	see above
Mixed Use Program	Community Development	1995	100
CDA Program	Community Dev. Agency	5 years	108
CU/OS Rezone	Community Development	1 year	66
Military Housing Program	U.S.Navy	1990	180
Public Facilities Plan	City Manager's Office	5 years	-
Senior Home Sharing	Community Development	on going	-
REMOVAL OF GOVERNMENT CONSTRAINTS			
Fee program	Community Development	on going	-
Development Standards Program	Community Development	1995	-
PROVISION OF ADEQUATE SITES			
Minimum Densities	Community Development	on going	-
Holding Capacity/Infill Development	Community Development	on going	-
Variety of Housing Types	Community Development	on going	-
Rezoing to permit Residential	Community Development	1 year	see above
PROMOTE EQUAL HOUSING OPPORTUNITY			
Distribute Fair Housing Handbook	Community Development	January 1995	-
Newspaper Articles	Community Development	1 year	4
Community Newsletter articles	Community Development	1 year	4

1. CONSERVE AND IMPROVE EXISTING HOUSING

A. CODE ENFORCEMENT:

The City will continue to conserve existing housing through its code enforcement program. The recycling of neighborhoods, driven by the private market place, has resulted in the improvement and expansion of existing housing as well as the removal of substandard units. No changes to the code enforcement program are need at this time.

B. ALLEY HOUSING IMPROVEMENTS:

In addition to the improvement of alley housing units through the code enforcement program, an ordinance amendment to permit legal non-conforming alley units to be upgraded would provide an incentive for property owners to conserve this type of housing. The quantified objective to improve alley units is 3 units per year. The ordinance amendments were approved by the Planning Commission in May of 1993 and will be addressed by the City Council by July of 1995.

C. HOUSING IMPROVEMENT COORDINATOR:

An expanded outreach program is needed to encourage residents to participate in existing housing programs. Many residents, particularly those who are elderly, are reluctant to apply and often find the application process confusing. An appointed staff member of the Community Development Department will function as the housing manager coordinator to expand outreach programs and simplification of the application process.

Meetings have been conducted with the Coronado Association of Realtors to expand and disseminate information to developers, property owners, and apartment property managers regarding rehabilitation, rental assistance, and new development funding opportunities available through City financial assistance programs. Through public City Council meetings, television and newspaper coverage, the City has publicly made the development community aware that the City is entertaining proposals for affordable housing projects which may need/require City financial assistance.

D. CDBG OWNER REHABILITATION PROGRAM:

This program, which is eight years old, has assisted ten households since its inception. The number of participants is declining. Five households were serve the first three years and five households were served the next five years. County staff indicated that the

outreach effort has been limited. The City will increase outreach efforts with newspaper articles and distribution of program information at the City hall, library, and senior center. If the participation level does not increase within 12 months, it is recommended that the program funding be reallocated to other housing programs. Already in 1993 through expanded community outreach efforts as described above, the City has assisted one property to rehabilitate 11 single room occupancy units in the City's Central Commercial Zone.

Rehabilitation projects are anticipated to be received through continued public awareness programs.

E. CDA OWNER INVESTOR PROGRAM:

This program has not had any participants during the last five years. This may be due to both the economic climate of Coronado and the lack of outreach efforts. As with the Owner rehabilitation Program, the City will endeavor to publicize this program extensively for the next 12 months. If there is still no interest exhibited in the program, funds will be reallocated to other housing programs.

F. LOCAL RENT SUBSIDY PROGRAM:

The Coronado Community Development Rental Assistance Program is a rental assistance program available to elderly (62 years and older), handicapped and families earning less than 80 percent of median income, as adjusted for family size, that reside in Coronado. The program has been funded in the past with redevelopment tax increment revenues and the affordable housing fund. Tenants participating in the program select the housing units in which they wish to reside. The County Housing Authority staff, acting as agent for the Coronado Community Development Department, inspects the dwelling unit to ensure that it is safe and sanitary. The Housing Authority then determines the amount of rental assistance and prepares the appropriate contracts.

Tenants will pay all rent and utilities minus the monthly rental assistance subsidy. Tenants will pay all rent and utilities minus the monthly rental assistance subsidy. The housing assistance payment is an amount equal to the difference between 25% of the tenants gross monthly income as adjusted pursuant to the Section 8 program regulations and I 10% of the Section 8 Housing Assistance Payments Program Fair Market Rent as published by the US Department of Housing and Urban Development of San Diego County. Fifty-five households were being assisted when the housing element revisions were originally initiated. The goal for the next five years is to assist 110 households annually. Since 1992, the City has assisted 90-1 1 0 households so the City's goals are being pursued and achieved.

G. SECTION 8 HOUSING PROGRAM: The City will continue to participate in the Section 8 program, which is currently assisting 13 households in Coronado. The quantified goal for the next five years is to assist 15 households annually.

H. CONDOMINIUM CONVERSION ORDINANCE: Most households in Coronado that are receiving assistance from the various housing programs reside in rental units. Through the recycling of older neighborhoods, apartments are diminishing as they are being demolished and replaced by high-priced condominiums. It is important to retain the rental housing stock as a source of affordable housing. To promote the retention of rental housing, it was suggested that when the Housing Element was initiated, the vacancy factor for permitting conversions be increased from 4% to 5%. This was completed in June 1992 by an ordinance amendment. The Community Development Department will continue to conduct an annual vacancy survey and to enforce the Condominium Conversion Ordinance. In addition, the following finding must be made prior to approval of a condominium conversion application: "The subdivision would not displace predominantly low and moderate income families or tenants without adequate provision for the suitable relocation of such families or tenants."

I. HOUSING PRESERVATION STRATEGIES: Opportunities for the development of affordable housing are important to the City but they are also limited. Consequently, an appropriate focus of future actions of the City is the preservation of the existing stock of affordable housing. The preservation of this housing will contribute to offering a range of choices in terms of housing prices, rents and types. The City intends to complete a comprehensive analysis of housing preservation strategies that are being implemented by other coastal communities located in southern California. Among the strategies to be evaluated for possible implementation are: a housing preservation fee; replacement housing policy and ordinance; and the acquisition and rehabilitation of other housing units.

2. DEVELOPMENT OF AFFORDABLE HOUSING

A. EXPANDED DENSITY BONUS PROGRAM:

A Density Bonus Ordinance will be prepared for Council consideration that identifies provisions to be included in binding agreements with developers and the type of instruments that will be utilized to secure these provisions. Minimum provisions to be secured for reserved units would include:

- Number of units by number of bedrooms
- Standards for maximum qualifying household incomes.
- Standards for maximum rents or sales prices.
- Party/process responsible for certifying tenant incomes
- How vacancies will be marketed and filled.
- Restrictions and enforcement mechanisms binding on property upon sale or transfer.

As required by State Density Bonus Law, the ordinance will provide a 25% density bonus and at least one development incentive or financial incentive if at least 20% of the units are affordable to low income, 10% affordable to very low income or 50% are affordable to senior citizens. The ordinance may be developed to apply to project sizes of 2 units or more instead of the State law which applies to projects of 5 units or more. It is anticipated that this reduction in threshold level, combined with the housing incentive program, will encourage new development and affordable developments.

Development incentives will also compliment the density bonus ordinance and may include reductions in the number and size of parking spaces; reductions in landscaping; increases in floor area, lot coverage or building heights; modifications to setback requirements or vehicle maneuvering requirements; and historic preservation incentives. The historic preservation incentives would maintain existing housing stock and allow for the conversion of single family dwellings in R-3 or R-4 zones to 3 or 4 units (depending upon lot size) with the use of density bonuses, reductions in parking, or financial incentives. This type of development could help retain the village atmosphere and also permit increased units. Density Bonuses greater than 25% will be considered if it is determined that additional incentives are needed to off-set the financial burden of providing very low or low income housing units.

Financial incentives will also be incorporated into the ordinance and may include expedited permit processing, waiver in building permit and or planning fees, CDBG assistance, CDA assistance, or housing in-lieu fund assistance.

Quantified Objective: The program objective would be to address primarily the very low and low income households. The program could also provide for density bonuses for moderate income households provided it does not undermine the intent of the State law which is to encourage development of affordable housing for very low and low income households. This program would work in concert with the Housing Incentive Program and CDA program to increase infill development beyond past development trends of 22 units per year to over 46 units per year. These programs would result in a total of 235 new affordable units rather than 120 units (based on past development trends).

Funding Source: The General Fund would be the financial resource to support the research necessary to complete the ordinance. The Community Development Department would be in charge of ordinance preparation.

Time Schedule: A draft density bonus program was initiated in September 1993. Public hearings and discussions before the planning Commission were commenced in September of 1993. The City Council reviewed the density bonus policy report in March of 1994. Revisions and clarification's to the report as requested by the City Council will be returned for Council consideration by August of 1995. City review of the final Density Bonus Ordinance along with necessary CEQA analysis is estimated to be completed by September of 1995.

B. HOUSING INCENTIVE PROGRAM:

The City established an ordinance in 1982 requiring that projects with 20 units or more set aside 5% of the new units as affordable to low income households. The affordability of the units provided under this program would be assured through deed restrictions or other legal binding documents. As an option, developers were permitted to pay a fee in-lieu of providing the affordable unit. The fee was established by Council resolution and was originally established at $2,100.00.

All developments in the past have paid the fee rather than provide the affordable units. This Housing fund account has been used to fund the Rental Assistance Program and can be used as a financial resource to facilitate affordable housing development.

The City recognizes that development in the future will frequently occur in smaller-scale projects sizes of less than 20 units. The $2,100.00 fee is also recognized to be outdated and no longer serves to encourage the development of affordable housing. Therefore, a special study will be completed regarding revisions to the housing incentive program to determine (1) the level to increase the in-lieu fee amount (2) the change in proportionate amount and (3) the threshold level for projects affected. During the study, the development community will be involved and appropriate analysis will be undertaken to ensure that the new fees will not constrain development.

The housing in-lieu fund can be used to assist new construction, rehabilitation, or conversions projects. For example, the Housing in-lieu funds in conjunction with a residential rehabilitation grant have recently been used to provide 11 new affordable housing units. Eleven single room occupancy units were rehabilitated to 11 affordable units through a housing in-lieu fund loan of $99,000 and a grant of $82,449. Four units will be for very low income households, 6 units for low income and 1 unit for moderate income households. This project provides affordable rental housing to households and will remain affordable until the year 2024 through affordability covenants.

The City's housing incentive program will work in concert with the density bonus program to encourage affordable housing infill development. For example, the recently revised affordable housing ordinance is set at a 2 unit threshold requiring projects of 2 units or more to provide 20% of new development as affordable or pay a $7,000 in-lieu fee. The Density Bonus program may also be established at a 2 units threshold. For a 6 unit project, a developer would be required to reserve 2 units as affordable or pay $42,000. With the density bonus program in place, the developer will have the added incentive of reserving the 2 units because with the 25% density bonus, the 2 units reserved "affordable" will be regained. The project would result in 8 units with 2 units reserved "affordable". Financial incentives will also be used with the density bonus program to encourage development of affordable housing.

Agency Responsible: 1) City Council, 2) Planning Commission, and 3) Community Development. The Community Development Department will complete the staff work.

Quantified Objective: Amendments to the Inclusionary Zoning Ordinance to be completed by February 1993. The City Council adopted ordinance amendments in July 1993 establishing a 2 unit threshold level, 20% proportion requirement and $7,000 in lieu fee. For a typical 4 unit project, the developer would be required to reserve 1 unit as affordable or pay $28,000 in in-lieu fees. Through the public hearing and review process, it was determined that the new fee, proportion requirement, and threshold level were not significant to constrain development. Covenants or deed restrictions would be required if the developer chose to reserve the unit "for rent" or "for sale" as affordable. The duration of the affordability covenants would be determined by the City Council on a case by case basis. The length of affordability controls chosen will consider the impacts on purchasing households so as to provide households a reasonable opportunity to build equity in the home.

The program objective of the housing incentive and density bonus program will be to increase the number of units developed over past development trends from 22 units per year to over 46 units per year. If affordable housing goals are not being met, the City will consider amendments to the housing incentive ordinance to require the reservation of units and or increasing the in-lieu fee.

C. MIXED USE PROGRAM:

This program will permit and facilitate the development of affordable housing units in the Limited Commercial and Central Commercial Zones. Retail or other commercial development would be located on the ground floor with residential uses located above. Approximately 24 acres are located in these zones. Three vacant sites totaling approximately 43,750 square feet exist in these zones. Remaining property in these zones have existing retail or commercial development on the ground floor. Both zones have a height limit of three stories or 40 feet which would facilitate residential units above commercial development. At least 100 units could be developed through the Mixed Use Program. 50 units could be developed on the vacant sites identified in the Assessment of Land Suitable for Residential Development section and the remaining 50 units could be developed throughout the L-C and C-C zones.

The current mixed use process requires rezoning of commercial property to a PCD overlay, Special Use Permit, Coastal Permit, and Local Coastal Plan Amendment. This process is very lengthy and time consuming. In order to facilitate the development of mixed uses and streamline the mixed use process, the City Council will authorize staff to research the mixed use concept to determine what economic incentives are necessary to encourage and or produce mixed use development. This research will include but not be limited to the development of two surveys (one of existing mixed use tenants and one of commercial property owners); the development of a computer model of the decision process for the construction of mixed use development; and a slide presentation of successful mixed use projects in the region. This information will assist the City Council in determining what type of incentives and type of planning process will be necessary to encourage or facilitate Mixed Use Development.

Incentives that will be explored include a Special Use Permit or administrative review process for mixed use development, the waiver of planning and or building permit fees, financial incentives from CDBG funds or Community Development Agency set-aside funds (only if the development includes affordable housing), increases in floor area ratio, decreases in landscaping, decreases in parking, joint use parking, density bonuses (if affordable units), and mixed use overlay zones (which would permit administrative review mixed use development in certain areas). Additional incentives to encourage mixed use will be added to the ordinance based upon the surveys conducted, the computer model results, input from local community organizations, and information collected from cities in the southern California region who have had success with mixed use projects.

Agency Responsible: Four entities would be responsible: 1) City Council, 2) Planning Commission, 3) Community Development, and 4) Coastal Commission. The staff work on this program would be completed by Community Development.

Quantified Objective: The objective for this program would be to incorporate findings of the study and develop a stream lined mixed use process and mixed use ordinance and create at least 100 affordable units. The focus of the program would be on the housing needs of very low and low income households. The objective is more of a desired target of the City rather than a figure based on past mixed use development in the City. Because of the economic recession, there has not been new commercial development in the City that would be representative of the potential in the long-range future. Indeed, the opportunity for residential housing mixed with commercial may make the latter more financially feasible.

Funding Source: The research and analysis necessary to prepare the incentives and ordinance amendments would be conducted by the Community Development Department. The General Fund would be the financing source for completing this program.

Time Schedule: The Mixed Use research was initiated in January 1995. City Council review of final Ordinance along with necessary CEQA analysis is estimated to be completed by August or September of 1995.

D. COMMUNITY DEVELOPMENT AGENCY PROGRAM:

In an effort to satisfy Coronado Development Agency affordable housing requirements, the City is actively pursuing public/private ownership of affordable housing utilizing the 20% set-aside funds in conjunction with the inclusionary funds mentioned above. The project assistance could be through new construction, rehabilitation, or conversions. The CDA has recently distributed a request for proposals for affordable housing and over the past year has received several affordable housing project proposals. Project proposals have included the school district property containing at most 42 units; a developer proposing 23 units, two developers each proposing 6 unit projects; a developer proposing 28 units, and a mixed use project with 25 units.

The CDA will also provide financial assistance for the conversion of market rate units to affordable units. One project recently completed involves a 23 unit project converted from market rate units to affordable units through a 2.41 million loan. The project contains 6 very low, 5 low income, and 12 moderate income households. The project is be required to be maintained affordable as described above through the year 2038 through affordability covenants with restrictions. While this program component does not specifically address "new construction" needs required by State Housing Element Law, it does address preservation of existing housing stock, provide new affordable housing opportunities within the City, and comply with Redevelopment Law. The duration of the affordability covenants associated with projects using CDA funds will be based upon the requirements of Redevelopment law.

Agency Responsible: 1) Community Development Agency board members (City Council); 2) City Council, 3) Community Development 4) City Managers Office (CDA staff). Program implementation will primarily be carried out through redevelopment agency staff in the City managers office.

Quantified Objective: The goal of this program is to meet both CDA affordable housing requirements and State housing requirements through shared or identical funding sources. The quantified objective for this program is to provide financial assistance for at least 108 units. The focus of the program would be to provide 49% of units within a project as affordable to very low and low income households and 51% of units affordable to moderate income households. The estimated CDA balance by June 1998 is approximately $5,492,857. Based on a pro-forma submitted by a developer requesting $30,000 worth of assistance per unit, the 108 unit objective is realistic.

Funding Source: The research, community outreach, analysis of proposals, and development negotiations would largely be completed by Community Development Agency staff with assistance from Community Development. The CDA position is funded through CDA 20% set aside funds and the Community Development position is funded through general funds.

Time Schedule: The City Council will make a decision on the affordable housing proposals by January 1995. If the Council determines the proposals are not adequate, a revised Request for proposals for affordable housing will be distributed.

E. CIVIC-USE/OPEN SPACE REZONE TO RESIDENTIAL PROGRAM:

This program will permit and facilitate the development of affordable housing units on two sites within the City currently zoned Civic-Use Open Space. Both sites are owned by Public Agencies. The first site is owned by the City of Coronado and is located on the corner of 6th Street and Orange Avenue. This site is currently used as the Coronado Police Station and will be vacated within one year due to the construction of a new police facility at the 700 block of Orange Avenue. The second site is owned by the Coronado School District and is located in the 600 block of D Avenue. This site contains an old school building and portions of the building continue to be used for Administrative purposes.

Since the sites are currently zoned civic-use/open space, in order for residential development to occur on the site the properties would need to be rezoned. The rezoning would require public hearings, environmental analysis and local coastal map amendments. This rezoning program would expedite the potential development of these properties.

Agency Responsible: The entities involved with the rezoning of these properties would include the Planning Commission, City Council, Coronado School Board, and Coastal Commission.

Quantified Objective: The objective of this program would be to create 66 affordable units with 31 unit affordable to very low and low income households and 35 affordable to moderate income households.

Funding: The research, analysis, and processing of the zone change to facilitate affordable housing would be conducted by the Community Development Department in conjunction with School District staff.

Time Schedule: The rezoning program would be initiated in January 1995 and completed by December 1995.

F. MILITARY HOUSING PROGRAM:

A 180 unit project known as the Silver Strand was constructed in 1990 on Navy property. This development which consists of 120 two-bedroom and 60 three-bedroom units, is affordable to military families and a major contribution to meeting the City's share of regional housing needs. Monthly housing costs range from $314 to $508. The housing is affordable to very low income households. The City will maintain open channels of communication with the Navy regarding future affordable housing opportunities on military property. This communication will occur through monthly Naval Complexes meetings held with Coronado and City officials.

G. PUBLIC FACILITIES PLAN:

The City Manager's Office is currently preparing a Public Facilities Plan to determine the optimum use for all public properties. The potential for the development of affordable housing will be evaluated among the land use alternatives. At present, none of the publicly-owned properties are currently vacant.

H. SENIOR HOME SHARING:

During the next planning period, the Community Development Department through contact with various senior citizen organizations and outreach programs will determine whether Coronado seniors are interested in the formation of a home sharing program. Articles will be provided by the Community Development Department, volunteers, or operators of senior community programs. This will provide a forum for the Community

Development Department to publicize housing issues and programs as well as encouraging seniors to participate in activities at the senior center.

3. REMOVAL OF GOVERNMENT CONSTRAINTS:

A. FEE PROGRAM:

Coronado's fees are comparable to, and in many cases, lower than other jurisdictions in San Diego County. However, reduced fees for affordable housing development would provide some incentive to encourage this type of development. Given the high land costs of Coronado, a variety of strategies must be utilized to stimulate lower cost housing development. projects should be reviewed by the Community Development Department on a case by case basis. If a project proposal is consistent with the General plan, conforms to zoning development standards, and contains at least 25% of total units as affordable, a reduction in development fees would be appropriate. This program recommendation and associated code amendments will be forwarded for City Council action by September of 1995. The fee waivers will be incorporated with the density bonus ordinance.

B. DEVELOPMENT STANDARDS PROGRAM:

New construction and infill development which occurs within the City is not impacted by current development standards, particularly parking requirements. The City permits tandem parking design and also permits multi-family parking to be uncovered. These relaxed parking standards allow greater flexibility in project design and ability to meet permitted densities. However, reducing certain development standards such as parking will assist in the provision of affordable housing in mixed use projects and density bonus projects. Mixed use projects will be located in the Commercial zones adjacent to transit corridors and affordable to very low or low income households. The proximity to public transit, short walking distance to local business and services, and reduced income levels have shown a direct correlation with low vehicular ownership (Myths & Facts About Affordable and High-Density Housing). Density bonus projects providing affordable housing units could also have reduced parking or other development standard relief.

The City will explore reductions in development standards through its Density Bonus and Mixed Use programs. These programs are estimated to be in effect by September of 1995.

4. PROVISION OF ADEQUATE SITES

A. MINIMUM DENSITY PROGRAM:

A method of increasing the City's development capacity is to designate minimum densities for each zoning category. While the City Council has determined this is not an appropriate program currently, it will regularly review its land situation and reconsider this program and implementation as appropriate. The need for such a program has not existed in the past because redevelopment occurs at the maximum densities permitted within the zones. This policy is also discussed on page 5-4 under removal of government restraints.

B. HOLDING CAPACITY/INFILL DEVELOPMENT:

Development capacity within Coronado is very limited on vacant land. Most of the residential development that will occur in the next five years will likely happen as infill development. To facilitate the development of housing, other potential mechanisms have been implemented such as mixed-use regulations.

C. VARIETY OF HOUSING TYPES:

Coronado will continue to provide for a variety of housing types through the Land Use Element and the Zoning ordinance. The City's residential districts facilitate the development of single family dwellings, apartments, duplexes, condominiums, and special care residences. The RSCD zone has flexible standards to promote a wider range of housing opportunities.

D. REZONING TO PERMIT RESIDENTIAL:

To provide additional opportunities for residential development within the City, existing properties zoned Civic Use/Open Space may be rezoned to residential and existing zoning regulations controlling the development of Mixed Use projects in the Limited Commercial and Central Commercial Zones will be amended to facilitate the development of mixed use development (residential units above commercial developments). These programs are described more thoroughly under the CU/OS Rezone program and Mixed Use program contained within tne Assist in Low/Moderate Income Housing Development section.

E. ANNUAL PROGRESS REPORT:

In compliance with SB 2274, the City of Coronado will prepare an annual report to determine progress toward meeting its share of regional housing need. The report will determine the total net housing units added in the reporting year; the affordability characteristics of units added; and will compare units added to regional share objectives. This report will be prepared by the Community Development Department. The funding source will be the general fund.

5. PROMOTE EQUAL HOUSING OPPORTUNITY

A. FAIR HOUSING INFORMATION AND REFERRAL PROGRAM:

The City will continue to make the fair housing handbook available at City Hall. The Community Development Department will distribute the handbook to the public library, local real estate offices and the senior center by January 1995. The Community Development Department will continue its existing process of referring landlord/tenant issues received over the telephone and public counter to the referral numbers provided in the handbook.

To increase public awareness regarding fair housing law and discrimination, the Community Development will provide an article in at least one of its quarterly newsletters, Coronado Today, and provide four articles per year in the "City Facts" portion of the local newspaper.

6. LOW AND MODERATE INCOME HOUSING FUND

Chapter 1140, Statutes of 1989, amended housing element law to require the housing program of an element to include, by January 1, 990, a description of the use of moneys in the agency's low and moderate income housing fund. During the 1992-1997 time period, the Low and Moderate Income Housing Fund expected to accumulate by 1997 is #3,183,000. This projection is based upon a 5% annual increase in tax increment. However, $300,000 is deducted annually from the fund for bond indebtedness. The financial resources are planned to be expended on the Local Rent Subsidy program, Rental\ Rehabilitation Program, and New Construction.

SUMMARY ANALYSIS OF HOUSING PROGRAMS

1.	Mixed Use Ordinance/Rezoning Program (100% very low and low income through program plus 50 from project sites identified above)	100 units
2.	CU/OS Rezoning to R-4 Residential Program (School District and Police Facility Site)	66 units
3.	Community Development Agency Program (Hakes and Aurich sites plus assistance with mixed use sites and density bonus, infill sites)	33 units
4.	Infill and Redevelopment Program Based on past development trends at 22 units/yr with housing incentive program, Density Bonus program, and CDA program	235 units
TOTAL		434 units

SUMMARY TABLE OF SITES AND PROGRAMS TO MEET REGIONAL NEEDS

TABLE 30

	RHNS need	Built as of 10/1/94	Anticipated thru develp.	Programs	Total
Very Low	224 (389)	186 (190)		199	389
Low	165	4			
Moderate	204	1		203	204
Above Mod.	380	313	42	32	387
Total	**973**	504	40	434	**980**

The City's sewer and water capacity and infrastructure is adequate to accommodate development of the full regional share.

TECHNICAL APPENDICES

TECHNICAL APPENDIX A
Housing Funding Sources

CITY OF CORONADO
HOUSING FUNDING SOURCES

HOUSING PRODUCTION

PROGRAM	OBJECTIVE	CONTACT/ PHONE #	ADDRESS	ELIGIBILITY	DEADLINE
HOME Program	Funds are for multi-family rental housing construction and may be used for rehabilitation			Property owners and prospective owners	Open-ended
Neighborhood Development Demonstration Program	Dev., rehab., or manage housing stock	Regina Espenshade (202)708-2186	Office of Technical Assistance, HUD 451 7th St. Washington, D.C. 20410	Private nonprofit neighborhood development organizations	May 15, 1991
Public Housing Development/Major Reconstruction of Obsolete Public Housing	Funds for development of public housing	Janice Rattley (202) 708-1800	Office of Construction, Rehabilitation and Maintenance, HUD 451 7th St. Washington, D.C. 20410	Public housing agencies	May 28, 1991
Section 202: Housing for Handicapped and Seniors	Direct, long-term, low-interest loans to assist in developing and rehabilitating new rental housing for handicapped disabled, or mentally ill	Georgia Miller (213)251-7036	HUD LA Office 1615 W. Olympic Blvd. LA, CA 90015	Local gov't agencies and nonprofit corps.	June 13, 1991
California Rental Housing Construction Program	Fund for development of new, affordable rental housing: 30yr, 0 - 3% deferred-interest loans	Russ Schmunk (916)327-2869	RHCP HCD 921 10th St. Sacramento, CA 95814	Nonprofit corps., local gov't agencies, and individuals	April 1, 1991
California Homeownership Assistance Program	To assist low- and medium-income families to achieve homeownership	Janet Marzolf (916)445-0110	Homeownership Loan Unit, HCD Sacramento, CA 95814	Local governments, Indian reservation, and nonprofit corp.	August 30, 1991
California Self-Help Housing Program	Assist low-and moderate income families to build and rehabilitate their home with their own labor	Christine Webb-Curtis (916)445-0110	Homeownership Loan Unit, HCD Sacramento, CA 95814	Local government agencies and nonprofit corporations	No Deadline
Permanent Housing for the Handicapped Homeless	To provide housing for disabled homeless: grants of up to 50% of total project costs	Peg Taylor (916)445-6501	PHHH HCD 1800 3rd St. Sacramento, CA 95814	Private nonprofit organs. and public housing agencies	April - May 1992

HOUSING PRESERVATION AND REHABILITATION

PROGRAM	OBJECTIVE	CONTACT/ PHONE #	ADDRESS	ELIGIBILITY	DEADLINE
California Energy Conservation Rehabilitation Program	To assist energy conservation rehab. of owner/renter farmworker housing and rental housing occupied elderly or handicapped	Allison Branscombe (916)327-2896	CECRP HCD 1800 3rd St. Sacramento, CA 95814	For-and nonprofit organs. and local gov't agencies	No more funds available
California Housing Rehabilitation Program - Owner-Occupied	Authorized by Proposition 77; low-interest, long-term loans for rehab. of substandard housing	Victor Rea (916)327-2856	HCD P.O. Box 952054 1800 3rd St. Sacramento, CA 94252	Local public entities and non-profit corps.	Until funds available
Mobilehome Park Residence Ownership Program	To assist low-income residents to purchase mobilehome parks	Janet Marzolf (916)445-0110	Homeownership Loan Unit, HCD Sacramento, CA 95814	Co-applicants formed by mobilehome park residents and a local gov't agencies	Oct. 11, 1991
California Natural Disaster Assistance Program for Owner Occupants	To provide for the unmet housing rehab. needs of single-family homeowners who are damaged by natural disaster	Vincente Ruelas (916)327-3594 1-800-552-5479	CALDAP-O HCD 1800 3rd St. Sacramento, CA 95814	Owner-occupants of SFHs, mobilehomes, condos, townhouses, cooperatives, half-plexes, and duplexes.	Dec. 1, 1991
California Housing Rehabilitation Program - Rental Occupied	Preservation and rehab. of unreinforced masonry multi-family units to withstand earthquakes and of low-income rental housing to comply with building codes	Steve Mabe (916)445-6501	CHRP-R HCD 1800 3rd St. Sacramento, Ca 95814	Local gov't agencies, for- and nonprofit organs. and individuals	Pending

PROGRAM	OBJECTIVE	CONTACT/ PHONE #	ADDRESS	ELIGIBILITY	DEADLINE
Family Housing Demonstration Program	Development of new affordable rental or cooperative housing that provides on-site support services for low-income families	Cindy Cavanaugh (916)327-2864	FHDP HCD 1800 3rd St. Sacramento, CA 95814	Local gov't agencies & nonprofit organizations	No deadline Not available yet
Predevelopment Loan Program (Urban & Rural)	To provide predevelopment capital for starting low-income housing projects	Raymond Bulford (916)445-0877	PLP HCD 1800 3rd St. Sacramento, CA 95814	Local gov't agencies & nonprofit organizations	Monthly: Every 4th Friday
Farmworker Housing Grant Program	To provide owner-occupied and rental units for low-income agricultural workers	Allison Branscombe (916)324-0695	FWHG HCD 1800 3rd St. Sacramento, CA 95814	Local gov't agencies, nonprofit corporations, and federally recognized Indian tribes	New deadline when available
Mortgage Revenue Bond Program	A tax exempt mortgage revenue bond financing program, under which private developers agree to set aside as affordable a percentage of their units in exchange for below-market rate financing				

EMERGENCY & TRANSITIONAL SERVICES					
PROGRAM	OBJECTIVE	CONTACT/ PHONE #	ADDRESS	ELIGIBILITY	DEADLINE
Transitional Housing Demonstration Program	Capital funding for acquisition, rehabilitation, and debt retirement of a structure for use as transitional housing	Herbert Roberts (213)251-7235	Community Planning & Development Division 1615 W. Olympic Blvd. LA, CA 90015	To non-profits Max. $400,000	May 31, 1991
Supplemental Assistance for Facilities to Assist the Homeless (SAFAH)	Funding to purchase, lease, renovate, operate or convert facilities to assist homeless; and to provide supportive services	Herbert Roberts (213)251-7235	Community Planning & Development Division 1615 W. Olympic Blvd. LA, CA 90015	Agencies approved for ESGP or SHDP	60 days from the issue date
FEMA Emergency Food and Shelter Program	Grants for shelter and feeding program: Hot Meals & Groceries, Shelter Per Diem, Cold Weather Program, Shelter Voucher, and Rent Assistance	Gene Boutilier (213)736-1349	Emergency Services Issues United Way, Inc 621 S. Virgil Ave. LA, CA 90005	Local Public agencies and nonprofit organs.	July-Sept. 1991
Mental Health Block Grant	McKinney Homeless Act Funds for renovation, rehab. or conversion of buildings for homeless shelters	Frances Grifith (213)738-4971	Dept. Mental Health County of LA 505 S. Virgil St. 2nd Fl. LA, CA 90020	Local Service Providers	It will be converted into the New Path Program in 1992
Permanent Housing Program for the Handicapped Homeless	HUD McKinney assistance to develop permanent housing for mentally disabled homeless	Peg Taylor (916)327-2890	HCD 1800 3rd St. MS 390-5B1 Sacramento, CA 95814	Non-Profit organs. Eligible projects include Group homes, apts., condos., and cooperatives	April 5, 1991
Transitional Living Program for Homeless Youth	To develop transitional living projects for homeless youth to help them make the transition to self-sufficient living	Pamela Johnson (202)245-0043	Family and Youth Services Bureau P.O. Box 1182 Washington, D.C. 20013	States, territories, local gov'ts, Indian tribes, and private nonprofit organizations	May 28, 1991

PROGRAM	OBJECTIVE	CONTACT/ PHONE #	ADDRESS	ELIGIBILITY	DEADLINE
California Natural Disaster Assistance Program for Rental Properties	To provide for the unmet housing rehab. needs of owners of rental housing units damaged by natural disaster	Mary Lennarz (916)327-3594 1-800-552-5479	Cahlap-R HCD 1800 3rd St. sacramento, Ca 95814	Rental properties damaged by natural disaster	Dec. 1,1991
PLP Natural Disaster Component	To provide predevelopment capital for reconstruction or rehab. of subsidized rental or homeowner housing damaged by natural disaster	Denise Boswell Ray Bulford (916)324-0695	PLP HCD Sacramento, CA 95814	Local gov't agencies and nonprofit corp.	No deadline No fund available at this time

SUPPORT SERVICES

PROGRAM	OBJECTIVE	CONTACT/ PHONE #	ADDRESS	ELIGIBILITY	DEADLINE
Adult Education for the Homeless	Amended to implement statutory change in McKinney Act of 1990	Paul Geib (202) 732-2364	HUD 451 7th St. Rm 7228 Washington, D.C. 20410		Effective: 45 days after publication in Federal Register
Community Service Block Grant(CSBG)	Two-year grant for program costs	George Flores (213)738-2699	Community & Senior Citizens Services, County of LA 3175 W. 6th St. LA, CA 90020	Existing Community Action Agency's programs and economic development projects	New application may not be issued until 1992
Homeless Services Program	From CSBG & McKinney Homeless Act Funds; One year grant for the provision of services for homeless	George Flores (213)738-2699	Community and Senior Citizens Services County of LA 3175 W. 6th St. LA, CA 90020		Unknown for 1991
California Indian Assistance Program	Assist tribal organs. to obtain and administer housing, community and economic development project funds	Bill Bruguier (916)445-4727	CIAP HCD Sacramento, CA 95814	Members of the 109 tribal organizations	No deadline
Senior Citizen Shared Housing Program	For nonprofit to assist senior citizens to obtain affordable housing: Technical Assistant Component & the Senior Shared Group Component	Susan Kessler (916)327-3748	SCSHP HCD Sacramento, CA 95814	Local gov't agencies & nonprofit corps.	Until funds available
Housing Assistance Program	To provide affordable rental units for low- and very low-income households	Wendy Dobgin (916)324-7696	HAP HCD 1800 3rd St. Sacramento, CA 95814	Local gov't agencies and nonprofit organs.	June 29, 1991 New deadline not available yet
HOPE for Elderly Independence	To provide rent supplements with supportive services		HUD LA Office 1615 W. Olympic Blvd. Los Angeles, CA 90015	Housing Authorities	Pending

PROGRAM	OBJECTIVE	CONTACT/ PHONE #	ADDRESS	ELIGIBILITY	DEADLINE
Emergency Shelter Program	To provide emergency shelter for homeless individuals and families	Rolina Brown (916)445-0845	ESP HCD 921 10th St. Sacramento, CA 95814	Local gov'ts and nonprofit corporations that shelter homeless on an emergency basis	Feb. 14,1991
ESP Natural Disaster Component	To provide emergency shelter for individuals and families made homeless as result of a natural disaster	Rolina Brown (916)327-3652	ESP HCD 921 10th St. Sacramento, CA 95814	Local public entities or nonprofit corporations that provide emergency shelter	Program expired
Federal Emergency Shelter Grant Program	To provide emergency shelter for homeless individuals and families	Rolina Brown (916)445-6000	FESG HCD Sacramento, CA 95814	Local gov't agencies in small communities and nonprofit providers	After new funds are provided
Office of Migrant Services	To provide safe, decent, and affordable temporary housing and support services to migrant families during the peak harvest season	Howard Fish (916)327-3941	Monitoring and Management Unit HCD 1800 3rd St. Sacramento, CA 95814	Local gov't agencies, housing authorities, nonprofit corps, school districts, and health agencies	Not available at this time
Office of Migrant Services - Natural Disaster Component	Operation of State-funded migrant centers needed for an emergency response to natural disaster	Rob Auman (916)322-1562	Monitoring and Management Unit HCD 1800 3rd St. Sacramento, CA 95814	Housing authorities and local gov't agencies administering state-funded migrant centers	Pending
Rental Security Deposit Guarantee Demonstration Program	To assist homeless individuals and families to obtain permanent housing by grant	Rolina Brown (916)445-0845	ESP HCD 921 10th st. Sacramento, CA 95814	Local gov'ts and nonprofit corporations	Pending

TECHNICAL APPENDIX B
Types of Residential Facilities for Seniors

TYPES OF RESIDENTIAL FACILITIES FOR SENIORS

Active Retirement Community

Residential environments and land planning are more typical in nature to conventional production housing forms; however, the development is generally focused around an exterior amenity, (i.e., golf course, community club house, etc.). Housing forms include single family dwellings, townhomes, and other attached housing. Parking and traffic requirements are slightly less than conventional developments. Unit sizes are smaller as residents are down sizing their housing as a result of economics and desire. Consequently, higher densities are required.

Approximate Density (2-3 story): Varies with attached and detached units.
Average Unit Sizes: 900-1,600 s.f. (varies tremendously)
Parking Requirements: 2 per unit
Occupancy: R-1, R-3

Independent Living Units

This category includes senior apartments and attached housing designed around a community atmosphere or community building. Services may include security and emergency call. This category may be included within a CCRC (bottom of p. 4-3). Residents are very active in community activities and independent. Parking requirements are slightly below conventional apartments and condominium developments.

Approximate Density (2-3 story): 50-60 dus per acre
Average Unit Sizes: 700-1,200 s.f.
Parking Requirements: 1.5 per unit
Occupancy: R-1

Congregate Housing

Includes smaller apartments with kitchens with common facilities such as dining, activity centers, and community services. Offered services include meals, security, emergency call monitoring, housekeeping and resident transportation. Unit kitchenettes are more of a marketing feature representing a symbol of continued independence rather than used extensively for home cooking. Meals are provided as part of a service package in a common dining room. Parking requirements are significantly below other multi-family housing projects. No health care is provided; however, wellness programs may be offered.

Approximate Density (2-3 story): 50-75 dus per acre
Average Unit Sizes: Studio, 1-Bedroom and 2-Bedroom Units, 400-1,100 s.f.
Parking Requirements: .4 per unit
Occupancy: R-1

Source: Kenneth J. Rohde, AIA, Irwin Architectural Partnership, "Forging New Partnerships for Senior Housing", Senior Housing Council Seminar, (November 12, 1991).

Residential Care Facility for the Elderly (RCFE)

Also referred to as assisted living, personal care, and board and care facilities. This is a licensed facility by the California State Department of Social Services and plan checked by local building departments. DSS requires local fire department clearances of the facility prior to issuance of license. Typical residents include the frail elderly requiring assistance with one or more activities of daily living, (e.g., bathing, dressing, eating, toileting, and walking). Residents may be non-ambulatory and/or have early conditions of dementia. Other services include food service, housekeeping, transportation, community activities, security and emergency call monitoring. Nursing services are not provided; however, a health professional may be on staff. Residents may utilize appliances to assist in walking and non-ambulatory persons may reside in specified floors based upon building type. Parking and traffic requirements are significantly lower than other housing forms. Most residents do not have cars. Higher densities are common due to small unit sizes, housing market, and economic conditions. Small kitchenettes are often provided as a symbol of resident independence. A meal service package is generally mandatory.

Approximate Density (2-3 story): 60-100 dus per acre
Average Unit Sizes: Predominantly Studios, 300-500 s.f.; 1-Bedroom, 450-750 s.f..; Limited 2-Bedrooms, 900-1,000 s.f.; Median Size is 425 s.f.
Parking Requirements: .3 per unit
Occupancy: Currently I-1 (non-bedridden) and I-2; however, will change to R-2 in next edition of the California Building Code.

Skilled Nursing Facility (SNF)

A health care facility licensed and plan checked by the Office of State Health Planning and Development (OSHPD) for extremely frail, cognitively impaired, and/or residents needing long-term health care services. Also known as a convalescent hospital or nursing home. Acute care health services are not provided. Parking and traffic requirements are for staff only.

Approximate Density (2-3 story): N/A
Average Resident Room Sizes: 175 s.f. per bed
Parking Requirements: .3 per bed
Occupancy: I-1

Continuing Care Retirement Community (CCRC)

A complex of several of the above described levels of care for residents as they experience normal aging processes. Each care facility may be independent or be part of a complex licensed by the California State Department of Social Services in which there are contractual and financial obligations to care for resident's continuing long-term health care needs (Life Care). Parking and traffic requirements are significantly below other housing forms. Densities are higher.

Approximate Density (2-3 story): Varies with mix of levels of care. Approximately 50-60 dus per acre.
Average Unit Size: See classifications above.
Approximate Parking Requirements: .3-.5 per unit depending upon amount of independent living units.
Occupancy: R-1, I-1 and I-2 for non-life care communities, I-1 and I-2 for licensed life care facilities (all levels of care).

TECHNICAL APPENDIX C

Checklist to Confirm Lack of At-Risk Units

Attachment A

CHECKLIST TO CONFIRM LACK OF AT-RISK UNITS PURSUANT TO GOVERNMENT CODE SECTION 65583(A)(8)

Jurisdiction Coronado Date 10/19/94

1. HUD programs:

Section 8 Lower-Income Rental Assistance project-based programs:
- New Construction
- Substantial or Moderate Rehabilitation
- Property Disposition
- Loan Management Set-Aside

Section 101 Rent Supplements
Section 213 Cooperative Housing Insurance
Section 221(d)(3) Below-Market-Interest-Rate Mortgage Insurance Program
Section 236 Interest Reduction Payment Program
Section 202 Direct Loans for Elderly or Handicapped

___ there are no such units for our jurisdiction listed in the Inventory of Federally Subsidized Rental Units At Risk of Conversion, 1990 or subsequent updated information made available by HPD.

X units for our jurisdiction in the above inventory are not at risk during the ten-year analysis period; no units are at risk until 2014 (year).

2. Community Development Block Grant program (CDBG)

___ jurisdiction has not used CDBG funds

X jurisdiction has not used CDBG funds for multifamily rental units

___ although CDBG funds have been used for multifamily rental rehabilitation, staff responsible for this program indicate there are no affected units because _____.

3. Redevelopment programs

___ jurisdiction does not have a redevelopment agency

X redevelopment funds have not been used on multifamily rental units; or

7. Developments which obtained a density bonus and direct government assistance pursuant to Government Code Section 65916.

_X_ jurisdiction has no projects approved pursuant to this law

____ staff responsible for this program indicate no affected units

8. Additional comments related to any of the above:

(1) Affordable Project with CDA money
23 unit project converted to affordable project through a $2.41 million loan.
6 units very low; 5 units low income; and 12 units moderate.
Projects required to be maintained affordable as described above through the year 2038. Project has affordability covenants with restrictions.

(2) Affordable project with Housing In-Lieu and Residential Rehabilitation Grant.
11 SRO units rehabilitated to affordable project through a loan of $99,000 and a grant of $82,449. 4 units very low; 6 units low income; and 1 unit moderate.
This project has a 30 year affordability covenant to expire in the year 2024.

lmwb:preserve.he

CHAPTER H

CITY OF CORONADO

HISTORIC PRESERVATION ELEMENT

Approved by the Planning Commission
October 13, 1998

Adopted by the City Council
January 5, 1999

Historic Preservation Element

Foreword

The City of Coronado recognizes the unique and valuable resources within the community reflecting its cultural and historical heritage. In an effort to preserve those attributes which enhance the community character, and to develop awareness of the City's historical resources, the City of Coronado has chosen to incorporate a Historic Preservation Element into the General Plan Policy Document.

State legislation does not require cities to adopt a Historic Preservation Element as part of the General Plan. Section 65303 of the Government Code states that the City's general plan may include ...

> "a historical preservation element for the identification, establishment, and protection of sites and structures of architectural, historical, archaeological, or cultural significance, including significant trees, hedgerows, and other plant materials. The historical preservation element shall include a program which develops actions to be taken in accomplishing the policies set forth in this element."

Coronado's historic preservation element identifies the goals and objectives of a **voluntary** historic preservation program, how it can be encouraged and supported, the process which should be used to designate structures, sites, parks, and other resources as historic, and the regulations and benefits for resources which have been designated historic.

Coronado's Historic Preservation element is intended to energize a Coronado Historic preservation system that responds to the needs of individuals and the community at large, and to assist in enriching the community environment with reference to its past, its present and its future.

Related to the Historic Preservation element is the Conservation Element of the General Plan. State law requires this element. The Conservation element addresses the natural resources within Coronado that deserve conservation, how these resources should be conserved or developed, and how the City can encourage the preservation, enhancement and/or utilization of these natural resources.

CITY OF CORONADO
HISTORIC PRESERVATION ELEMENT
TABLE OF CONTENTS

INTRODUCTION

The City of Coronado is over 100 years old. The City's history and development is represented in part through the architecture of its buildings. Historic Preservation is a valuable concept which the City of Coronado can utilize to identify and maintain those resources within the community that provide a link to its architectural, cultural or developmental history.

It is important to retain as much as possible these links to the City's architectural past to avoid the loss of community character. Historic Preservation will become increasingly important to Coronado as more pressures are brought to demolish and replace older, outmoded structures with more modern and usually larger and bulkier replacement development. Redevelopment pressure in the R-3 and R-4 zones where Craftsman style, Spanish bungalow, or other architecturally significant single family residences are demolished and replaced with condominium development is an additional reason for the depletion of the city's architectural or cultural history.

The establishment of a Historic Preservation program within Coronado is intended to foster community awareness of the resources within the city, the value which they serve, and encourage the retention of these historical resources. The primary way preservation may be achieved is through an official historic designation process. The historic designation process is outlined in a Historic Preservation Ordinance. While the City currently has an ordinance adopted in 1986, revisions will be necessary to carry out the policies set forth in this element. The preservation of resources within the community will be based upon a voluntary process. Since the process is voluntary, a key component to the effectiveness of the historic preservation program will be the incentives or benefits to the property owner for having the resource designated historic.

The historic preservation program is intended to help protect resources and the heritage they represent through incentives that encourage rehabilitation, appropriate maintenance, sensitive additions or remodels, and ultimately preservation. The program will not, however, unduly retard or halt development and improvement of the community. The establishment of a historic preservation program will make for a better community by retaining positive community attributes. The Historic Preservation Element is intended to invite citizens to help protect and enhance those aspects that first attracted them or continues to keep them here -- the historic character or distinct charm of the community. Adoption of a Historic Preservation Element is a positive step taken to benefit the general welfare of Coronado, its residents and its visitors.

HISTORIC PRESERVATION GOALS

Key to any Historic Preservation Element is the identification of a City's goals, policies, and objectives. The overall goal of the City of Coronado's Historic Preservation Element is:

> To develop and implement a voluntary historic preservation program that energizes the citizens of Coronado to actively rehabilitate and preserve important historic resources within the community. Historic Resources include objects, buildings, structures, sites, landmarks, areas or places that are historically or archaeologically significant, or are significant in terms of architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural history.

Additional community goals, objectives, and policies are presented below in six categories: (A) Inventory of Designated Historic Resources, (B) Private Historic Resources, (C) Public Historic Resources (D) Design of Alterations and New Construction, (E) Government Functions, and (F) Public Information.

(A) Inventory of Designated Historic Resources

Objective: Establish and maintain an inventory of important historic resources and their settings and retain information contributing to their understanding and preservation.

Policies:

1. Maintain an inventory of those resources that have been designated as "historic resources" through the Federal, State or City designation process.
2. Identify and recognize the importance of sources of information on Coronado's architectural, economic, cultural and social history.
3. Protect information of importance which provides a historical understanding of Coronado's built environment and sites.

(B) Private Historic Resources

Objective: Encourage the designation, protection and preservation of privately owned historic resources.

Policies:

1. Encourage the preservation of historically important buildings and sites recognized by the Federal, State and City programs.
2. Encourage the maintenance of buildings and sites that have been designated resources through Federal, State and City programs.

3. Encourage rehabilitation and continue to use or support adaptive reuse of historic buildings.
4. Encourage the preservation and maintenance of significant historic landscaping, gardens and open spaces which are part of the environment and establish visual interest, human scale and a historic context for viewing buildings.
5. Encourage the preservation and maintenance of historic signs.

(C) Public Historic Resources

Objective: Recognize, designate, protect and preserve publicly owned historic resources.

Policies:

1. Demonstrate leadership through preserving and rehabilitating publicly owned historic resources.
2. Preserve and maintain historic street features such as light fixtures, sidewalks, hardscape elements and monuments from damage and removal. Encourage replacement of missing objects when appropriate.
3. Preserve significant historic landscaping, gardens and open spaces that are part of the street environment which contribute to the setting or context of important buildings, places, or neighborhoods.

(D) Design of Alterations and New Construction

Objective: Ensure that changes in the City's urban form respect the character and cultural heritage of the City.

Policies:

1. Apply Secretary of the Interior's standards for restoration, rehabilitation, alterations or additions to designated historic resources.
2. Provide zoning code exceptions for modifications or additions to historic structures which retain or promote the structure's architectural significance.
3. Designate historic districts when appropriate.
4. If historic districts are designated, develop and apply standards and guidelines for historic districts to assure the compatibility of infill development with the character and cultural heritage of the district.

(E) Government Functions

Objective: Encourage historic preservation through federal, state and local policies and programs.

Policies:

1. Encourage use of government grant, loan and tax mechanisms for preservation of important resources.
2. Assure that municipal regulatory policies are conducive to preservation.
3. Develop and implement programs that encourage preservation activities in the City.

(F) Public Information

Objective: Foster public awareness and appreciation of the City's historic resources through the development of a historic information/recognition program.

Policies:

1. Provide information to the public concerning the importance of historic preservation, the location of historic resources, and the benefits associated with preservation.
2. Provide support to public recognition programs through plaques, awards, newsletters, etc. acknowledging historically designated/renovated resources.

THE HISTORIC PRESERVATION PROGRAM

Coronado's Historic Preservation Program will involve the establishment of a historic resource inventory, the establishment of a historic resource ordinance, the formulation of a Historic Resource Commission, and the development of a public awareness program.

(A) Historic Resource Inventory

An important component of a successful Historical Preservation Program is the establishment of a historic resource inventory. The City currently has an inventory of those resources within the community that have been designated historic through the local designation process. The resources have been designated historic based upon criteria such as age, condition, and historical (architectural, cultural and/or developmental) significance, and at the request of property owners. The present inventory should be maintained and updated by the Community Development Department as additional resources are designated at the request of individual property owners following public hearings and the process set forth in the Historic Preservation Ordinance. The Coronado Historical Association also has an inventory of approximately 80 homes/sites that the Association locally dedicated since the 1970's. This inventory could only be added to the City's inventory following the request by the property owner for historic designation and by historic designation of the property by the Historic Resource Commission and City Council.

(B) The Historic Preservation Ordinance and Historic Resource Commission

A second important component of an effective Historic Preservation Program is for the community to adopt an Historic Preservation Ordinance. A Historic Preservation Ordinance was adopted by the Coronado City Council in 1986. The ordinance resulted in the addition of two chapters to the Municipal Code. One of the chapters is titled "Historic Resource Review" and sets forth the procedures for designation of structures, criteria for historic designation, and criteria for alterations to designated structures. The second chapter is titled "Historic Resource Commission" and sets forth the procedures for creation of the legislative body to oversee the historic review process.

The ordinance should be amended to implement the policies and goals identified in this element; mainly, an incentive and benefits package to energize citizens of Coronado to participate in the historic preservation program. It should clearly state the purpose and goals, and incentives and benefits of the program. The ordinance should also (1) provide procedures for officially designating a structure or district as historic; (2) provide the criteria to be used for evaluating a structure or district for potential designation; (3) identify the incentives and benefits available to property owners with structures designated historic (4) provide procedures and criteria for reviewing potential alterations or demolitions of, structures once they have been officially designated as historic; and

(5) create a legislative body to oversee the process. The existing legislative body overseeing historic resource applications should be modified or expanded to include individuals with cultural, architectural, or historical backgrounds. An enforcement section could also be added to the ordinance to ensure resources are maintained at a level to be valuable to the community.

(C) Public Information and Recognition Program

Public awareness of the value of historic preservation and recognition for actions taken to preserve valuable community resources are important components of a successful Historic Preservation Program. The community will only become aware of the benefits of historic preservation and City's efforts towards historic preservation through community outreach efforts.

A public information program should be developed by the City to educate citizens about current historic resources and benefits of preservation. Information should be disseminated through publications, local newspapers, slide presentations, walking tours, special events or other media. Technical information relating to the preservation, and rehabilitation of historic resources as well as locations or organizations where additional historic data could be obtained should also be provided. As part of this program, a pamphlet guide should be prepared to include information on the advantages and responsibilities associated with the historic designation process such as tax incentives and financial opportunities, building code advantages, basic historic preservation techniques, and additional permit requirements and California Environmental Quality Act review for properties designated historic.

The program should also provide a means to honor those individuals who have contributed to the community by preserving, restoring, renovating, or rehabilitating designated historic resources of the community. Formal ceremonies should be conducted to recognize individuals, and plaques could be provided to those structures and places designated as historic resources within the community. Special awards should also be given for notable historic preservation achievements on an annual basis.

The combination of education and recognition can foster individual and community pride for local preservation efforts. Community recognition when combined with local incentives can become a strong tool for promoting Historic Preservation. The public information and recognition program is an important component in implementing the goals of the historic preservation element.

INCENTIVES AND BENEFITS OF HISTORIC PRESERVATION

In order for a voluntary Historic Preservation Program to be successful in Coronado, there must be sufficient interest in promoting the goals of preservation. The level of interest will be most directly determined by the amount of individual and community-wide incentives and benefits which are available. The individual citizen who owns a structure potentially worthy of historic designation should be provided with sufficient incentives to pursue the historic designation of his or her property. The community as a whole should also be made aware of the increasing importance of historic preservation and the numerous benefits that can result.

The key components to the success of any voluntary Historic Preservation Program are incentives, benefits and recognition. A resource must first be designated as a historic resource before receiving the incentives, benefits, or recognition. The items outlined below will promote and encourage community involvement and pride for the City's Historic Preservation Program.

(A) Incentives:

1. Flexibility in Land Uses and Adaptive Reuse - Permit varying uses on lots with designated historic structures to encourage retention of historic resources. Permit a variety of uses in designated historic buildings while aiding in the preservation of their facades or characteristic profiles. With the same aim, encourage and permit adaptive reuse of designated buildings.

2. Mills Act Adopt a process for use of the Mills Act to provide property tax reductions for designated historic resources. (see appendix "A")

3. Parking, Landscaping and Access Permissiveness - Relax parking, landscaping and access requirements for designated historic buildings in commercial or residential zones that cannot easily conform to present-day requirements to encourage retention rather than demolition.

4. Zoning Regulations - Relax setback, height, floor area ratio, density and other regulations for additions/modifications of designated historic resources (so long as architectural significance is replicated) to encourage retention of buildings.

5. Building Permit Fees - Reduce or eliminate City permit fees for upgrading, rehabilitation, landscape improvements, etc to designated historic resources.

6. Low Interest Loans - Identify low interest loans for improvement and restoration of designated historic resources through cooperation from private consortiums, banks or City revolving fund.

7. Grants - Identify grants in aid from private foundations, professional groups, and public grant sources for rehabilitation projects to designated historic resources.

8. Federal Assistance Program - Encourage the use of the Federal facade easement program which provides a one-time tax relief for designated historic properties which maintain their architectural/historical significance. (see appendix "A")

9. Tax advantages - Investigate State and Federal tax codes for measures that recognize historic preservation and provide reduced taxes. (see appendix "A")

(B) Benefits:

1. Community Pride -The image of the community can be greatly enhanced by preserving its historically significant resources. The presence of such resources (which contain styles, materials and tastes of the past) exemplifies the history of the community, demonstrates a cultural richness, and enhances visual and architectural design variety which would otherwise be permanently lost.

2. Community Ambiance - The distinctive character of a community is often determined by the historically significant resources found there. A community's effort towards encouraging and recognizing historic resources will assist in the preservation of the community character and enhance its appearance.

3. Commercial Vitality - Tourists and visitors are usually attracted to communities and sites which offer an opportunity to view historic or architecturally significant resources or to experience the ambiance of the past.

4. Property Values - Individual property designated as historic, or contained within a historic district may be more valuable (due to increased maintenance, prestige and distinction) than properties without such a designation which would then be reflected in a higher re-sale value.

5. Government Revenues - The maintenance, rehabilitation or restoration of older structures in residential areas can both stabilize and revitalize neighborhoods favorably impacting the tax base. Tourism to the City may increase resulting in increased revenues to businesses and government.

(6) Flexible Code Requirements - Officially designated historic structures are eligible to follow the more flexible State Historic Building Code. This Code has been officially adopted by the City and applies to renovation or rehabilitation of historically designated structures.

(7) Conservation of Scarce Resources/Cost-Effectiveness - Historic resources often contain irreplaceable materials as well as examples of craftsmanship which cannot be duplicated without tremendous cost. The restoration or rehabilitation of historic structures are increasingly viable alternatives to the construction of new, more costly homes.

The City will need to continually monitor other cities for innovative approaches and flexibility in zoning practices to promote preservation of the city's heritage. The City will also need to monitor state and federal funding sources for historic preservation programs.

APPENDIX A: TAX INCENTIVES AND CREDITS
(As of January 1998)

Federal Level:

The only tax credits available for rehabilitation of historic structures are for Federal Income Tax (not offered for State Income Tax). To qualify, the structure must be an income producing (i.e., commercial or rental residential) property. (Note that owner occupied single-family dwellings are not eligible.) The structure must also fall into one of three categories:

A. Be listed individually in the National Register of Historic Places; or
B. A structure certified as contributing to a historic district that is listed in the National Register of Historic Places; or
C. A structure that has been certified as contributing to a certified local historic district.

In addition to meeting the above criteria, the rehabilitation work has to meet Internal Revenue Service (IRS) requirements for "substantial rehabilitation" (with qualified expenditures exceeding the greater of $5000 or adjusted basis of the building). Plans for rehabilitation must be approved by the National Park Service (NPS) and comply with the Secretary of Interiors' Standards for Rehabilitation.

The only Federal Income Tax incentive available for single-family, owner-occupied homes are for conservation (facade) easement deductions. The Federal Income Tax Incentive is available to single family homeowners and provides a charitable contribution deduction for the value of a conservation "facade" easement donated to a qualified nonprofit organization and granted in perpetuity. The homeowners receive a reduction in income taxes equal to the value of the easement and also a possible property tax reduction.

Local level:

At the local level, property owners can take advantage of the Mills Act. The Mills Act allows for property tax reductions on buildings that have been designated historic at the local, State, or National level. Once a building has been designated historic, the property owner may enter into a formal agreement with the City, generally known as a Mills Act contract. The contract is executed for a minimum ten year term and is automatically renewed each year, and transferred to new owners when the property is sold. Property owners agree to preserve, maintain, restore or improve the property depending upon how the contract is structured. Periodic inspections of the property by city or county officials ensure proper maintenance of the property. At the end of the 10 year period, the contract continues unless a "Notice of Intent" is filed with the Assessor. If one is filed, the property is re-appraised in accordance with Article 1.9 Revenue and Tax Code. A city does not have to enter into a contract with a property owner and a policy could be established as to what type of properties are eligible.

APPENDIX B: THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility. The application of these Standards to rehabilitation projects is to be the same as under the previous version so that a project previously acceptable would continue to be acceptable under these Standards.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6. Deteriorated historic shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

APPENDIX C: AN OVERVIEW OF THE MILLS ACT

History:

- State law passed in 1972 allowed reduction in property taxes on historical property when owner agrees to preserve and when necessary, to restore and rehabilitate his/her property

- Legislative body of a local government must first agree to allow Mills Act contracts (It is optional for a local government)

Eligible properties:

- Privately owned residential and commercial (Owner occupied or rental)
- Property cannot already be exempt from property taxes
- Property must be listed on local, state, or national register of historical/architecturally significant sites, places, or landmarks

Required Provisions of Mills Act Contract:

- Contract provides for the preservation of the historical property and when necessary, to restore and rehabilitate the property to conform to the rules and regulations of Office of Historic Preservation (OHP) of the Dept. of Parks and Recreation.

- Interior and exterior of the premises can be subject to periodic examinations by the assessor, (OHP), and the State Board of Equalization to determine owner's compliance with the contract.

- Terms of the contract are transferred to subsequent buyers.

- Local government may require a fee to enter into contract (Fee cannot exceed reasonable costs of administering the program)

Renewal, Non Renewal and Cancellations:

- Mills Act contract is between the property owner and the local government for 10 years. On anniversary date of contract, one year is added to term unless: Contract is cancelled or notice of nonrenewal is filed by either owner or local government. If neither, contract can run in perpetuity.

- Local government has the right to cancel a contract if the property owner has (1) breached any of the conditions of the contract; (2) allowed property to deteriorate to point of no longer meeting standards to be qualified as historically significant; (3) failed to restore or rehabilitate property as specified in contract.

- If local government cancels contract, it leads to a penalty of 12 ½% of the full assessed value of property at the time of cancellation.

**Local government can impose additional requirements on Mills Act; for example, limit the number of contracts drawn up each year, limit locations where contracts permitted, etc.

CHAPTER I

City of Coronado

Community Design Element

ADOPTED

NOVEMBER 11, 1986

City of Coronado

Community Design Element

Foreword

This is a Permissive Element to the City of Coronado General Plan Policy Document. As a Permissive Element, there are no California State guidelines as to the Element's contents. The following general questions were considered in the formulation of this document:

- What characteristics of Coronado are perceived as part of the City's ambiance deserving of preservation?
- What can be done to preserve and enhance this Coronado ambiance?
- Should any aspects of Coronado's ambiance/design be modified (and if so, how)?

Much of this Element's contents are taken either verbatim or paraphrased from the following three reports developed for the City of Coronado:

1. "Coronado Downtown Design Guidelines"
   and
2. "Concept Plan for Downtown Coronado"
   by
   Rob Wellington Quigley, AIA, Architect and
   Jim Burns, Planning Consultant
   with
   Mel McGee and Maryanne Chase
   in 1985 (and partly funded by "The Coordinating Council");
   and
3. "Glorietta Bay Master Plan"
   by
   The firms POD, Inc., Moore, Ruble, Yudell, and Jim Burns
   in 1982(and funded by the California Coastal Conservancy).

For the purpose of brevity, extensive portions of these documents have not been incorporated into this Element. Moreover, the new material in this Element, and the manner in which the material in this Element has been assembled and presented may not reflect the views of one or more of these consultants.

City of Coronado

Community Design Element

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City of Coronado

Community Design Element

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Introduction

There is no universally agreed upon definition of the term "community design". Terms such as "urban design" and "civic design" are considered synonymous to "community design" by some writers, and to have distinctive meanings by others. For the purpose of this permissive General Plan Element, "community design" refers to both a process and the resulting product of that process. This term denotes both what is, and what could be; and it signifies the existence of community goals, evidenced by expressed policy statements and development design criteria.

Since Coronado is nearly totally developed, this Element does not address such basic concerns as the layout of the street system or public infrastructure, nor does it address such relevant issues as the location of major activity centers or the appropriate land uses for the various regions of Coronado. The scope of this document is much more limited; more of a "micro" analysis than a "macro" analysis. This document is about both the design of new buildings and spaces, and the renovation of existing buildings and spaces.

Coronado is a community with a very special environment, both natural and man-made. Just as the qualities of the natural environment must be carefully protected and kept from wrongful intrusions, so too must the qualities of the designed environment be respected so that the uniqueness of Coronado can flourish without inappropriate changes.

Design Goals

The Design Goals of the City of Coronado City Council are:

1. To maintain and enhance the "Bahama Cays" ambiance of the Coronado Cays development, and the "village" ambiance of the remainder of Coronado;

2. To maintain and enhance vibrant commercial districts that are in scale with the remainder of the community, and that facilitate and encourage pedestrian useage;

3. To facilitate enjoyment of Coronado's natural environment, while preserving that environment;

4. To encourage preservation of the City's historic and architecturally significant structures;

5. To assure that adequate emphasis is placed on community design/project design efforts in order to improve the quality of new development in the City; and

6. To provide developers, where appropriate, with adequate design guidelines and feedback.

Scale/Configurations/Continuity/Rhythm/Land Use

It is vital that Coronado conserve and continue its present human-scale, pedestrian-oriented, intimately textured, environment.

- Central Commercial and Limited Commercial Design -

Present restrictions permit 40 ft. building heights. These 40 ft. heights must be confined to occasional corner towers that provide interesting visual accents in a predominately low-scaled community. By and large, the scale of downtown should remain one and two stories, with appropriate higher (35-40') accent structures at corners. A basic guideline is for new buildings not to exceed their neighbors by more than one floor to a maximum 32 ft. height.

The rhythm of the street as provided by 20-30 ft. wide structures and storefronts must be preserved. Larger expanses of facade should be broken up to conform to this rhythm. A good example is the way the columns of the Spreckels Building divide that long, curved facade into narrower bays that reflect the predominate pedestrian-scaled rhythm of Coronado.

To respect the village-like scale, a variety of building configurations and rooflines is essential, so that lengthy ranks of similar buildings do not occur. The variety within a basic unity that exists in several existing block-fronts should serve as the guide. The scale of details and applied decoration should both enliven facades and break down building sizes to human scales and perceptions.

New and reconverted or converted buildings must respect and follow the line of Orange Avenue, and not set up opposing geometries.

The objective is to achieve a continuity of the good qualities that already exist in Coronado and not try replacing them with alien trends and inappropriate fad designs.

The ultimate goal is to create a pedestrian environment that has vitality, and is safe and inviting. Therefore, ground floor commercial uses with attractive display windows should be encouraged, while mixed use development with office, hotel/motel or residential uses on upper floors should be permitted when well designed as "Planned Community Development" (with a Special Use Permit).

- Commercial Recreation Design -

These areas of commercial activity, blend public recreation and civic uses with tourist and/or water oriented commercial uses. Located adjoining picturesque bayfronts on San Diego Unified Port District or City lands, special care must be taken to integrate development here into its natural environment and visual setting. Development should maintain view corridors and public access to and along the bay.

In meeting the basic objectives of shoreline protection, increased public access, and aesthetic enhancement, the Glorietta Bay Master Plan proceeds from the concept that the Glorietta Bay shoreline should be a single continuous chain of open spaces and places encircling the Bay, each linked together visually and physically by a shoreline promenade.

Development should maintain a primarily one and two-story appearance, exceeding this height only for accent in only a few, small areas with perhaps public art, peaked roofs, flags or similar ornamentation. Architectural design imagery will receive inspiration from the Victorian legacy of the Hotel del Coronado Boat House and the vanished Tent City along the strand. The landscape will be complementary, with palms, figs, flowering trees, plants, and vines.

- Hotel-Motel Design -

One of the three Hotel-Motel areas within Coronado terminates the City's main Central Commercial region, is dominated by the Hotel del Coronado, and is in close proximity to the Glorietta Bay Commercial Recreation district. Development in this area should respect the historic nature, style and scale of the existing Hotel del Coronado structures. Care should be taken when development occurs on or adjoining the Hotel del Coronado to maintain adequate public access to and along the ocean, and to provide adequate view corridors. This district should permit those commercial, spa and conference uses that are necessary to resort hotel land use.

Development in the remaining Hotel-Motel areas should be in accordance with the conceptual plans approved by the City for the Park at Coronado Hotel and the Crown Isle Hotel.

- Design of Public Facilities -

Public facilities should be designed to be compatible with and sensitive to its natural and built environment, visual setting and its intended function. The village scale and ambiance of the community should be maintained where possible. The aesthetics of each project should be scrutinized by the Coronado Design Review Commission.

- Residential Design -

Coronado is noteworthy for the planned nature of the community with its broad streets, spacious front yards, vehicle access from alleys (and therefore fewer driveways and curb cuts on the streets), and generally low building profiles. The richness of architectural styles in Coronado is attributable to both the community's age and the piecemeal nature of the development experienced by the City. Certainly the street trees and landscaping which flourish in this climate contribute to the City's ambiance. (These design aspects are detailed more fully in the "Data Document/Master Environmental Assessment".)

The basis of the aesthetic value of Coronado residential districts are their historic structures, variety and visual appeal. However, massive, box-like exceptions that tend to detract from this visual appeal do exist (particularly in multiple family construction) that appear out of scale with their neighborhoods. Such construction may be lessened in the future through height, setback, structural coverage, floor area and facade restrictions. Moreover, encouraging the undergrounding of utilities when redevelopment occurs, and the regulation of unsightly communication devices such as satellite dishes or various types of antennas could contribute to maintaining and enriching the community's aesthetic wealth. Construction of multiple family dwellings, or the modification of such projects or of historic structures, due to their significance to their surrounding neighborhoods, should undergo aesthetic review by the City.

- Coronado Cays Design -

The unique Bahama "Cays" atmosphere of this planned community should be maintained in accordance with the project's Special Use Permit. This community's homeowner's association should retain design review authority over all residential construction as now authorized by the Conditions, Covenants and Restrictions of the Coronado Cays.

Public Walkways, Streetscape and Landscaping

Coronado's downtown pedestrian walkways are the principal places where people can see one another and share their special environment. The community has paving guidelines, specifications, and a plan available. The downtown's pedestrian

walkways should be safe, attractive and inviting for pedestrians. Street trees in profusion, public and private plantings and planter boxes, improved seating and other street furniture, such as waste receptacles, public signing, and bicycle parking facilities would make the public environment equal the quality of the private environment sought by this Element. Private street furniture needs improvement as well, in particular the dismaying variety of newspaper and periodical vending machines. Another walkway improvement that should occur is burying the unsightly electrical transformers and panel boxes that sprout at a number of very visible locations.

While Coronado possesses a public landscape that would be beyond the aspirations of many U.S. towns, increased planting along the public accessways is desirable. For instance, the median along Orange Avenue could receive more generous landscaping, specifically flowering plants at the block ends and at bases of trees. Moreover, the Orange Avenue median could have provision for sitting and other activities made possible there in order to increase its public use.

Every opportunity must be taken to liberate potentials for landscaping and open space in downtown. These include the use of open spaces between and behind buildings as courtyards and patios, passageways and alleyways as landscaped pedestrian ways, and - in the public domain - a great improved sidewalk and street environment. Architects and landscape architects, and their clients, should look for every opportunity to utilize creatively the outdoors and open spaces of their buildings, including upper levels which might boast outdoor decks and terraces for eating, drinking, reading and relaxing. Owners and architects are encouraged to create off-the-sidewalk and upper floor open spaces by indenting facades in the first floor and creating setbacks above. Owners should contribute to the streetscape with plantings in front of their buildings and businesses.

Finally, at several nodes or potential focal points in downtown, there is the potential for developing places where people can gather formally on celebratory occasions and informally in daily life. These could be brought up to their full potential usefulness for people's use through landscaping, street furniture, lighting, fountains, parklike landscaping, etc. One such focus could be the area where Orange Avenue, Tenth Avenue, Isabella Place, and Park Place all come together.

A study should be made of the closing of "C" Avenue to auto traffic between 10th Street and Orange Avenue to either make a pedestrian-oriented place with cafes, kiosks-shops, etc., or to utilize the freed land (either separately or in conjunction with neighboring property owners) for construction of a public parking structure.

Parking

The provision of adequate parking in an unobtrusive manner is a much neglected but highly significant design factor. In order to maximize landscaping, on street parking, commercial frontage and pedestrian safety, on site parking should be accessed when possible from the alleys or secondary streets, and commercial or multiple dwelling parking should not be permitted to back out over sidewalks. Required parking should not be permitted in residential front yard setbacks.

Parking areas should be discouraged that reduce the pedestrian interest of commercial streets by interrupting the block's commercial facade through either separating the building from its neighbor(s) or by recessing the building behind a sterile barrier of asphalt. Commercial development should be encouraged to provide required parking at the rear or beneath the project. When feasible, underground parking should be permitted to expand out under public right-of-way. Drive-in automobile oriented uses should be discouraged from locating on Orange Avenue. At least fifteen percent of all ground level commercial parking lots should be landscaped (to include the first five feet near the most visible frontage of the lot). Berms, trellises and the planting of large trees or bushes should be encouraged in parking lot landscaping design to conceal the lot. Parking structures combined with other uses (such as shops and stores) on the portions facing sidewalks should be encouraged by reducing the parking lot landscaping requirement to three percent in such cases.

Effort should be made to minimize the amount of City land area utilized for commercial parking. Combined City/private parking facilities should be considered. New commercial development should be encouraged to provide more parking than required by the Coronado Municipal Code, and to make available the remainder to either nearby existing commercial establishments that lack sufficient parking or to the City for public parking.

Utilization of public right-of-way should be closely analyzed to determine whether obsolete driveways or loading zones in the commercial area might be returned to parking uses, or whether public right-of-way or the striping of public right-of-way could be reconfigured in a manner to generate additional public parking.

Commercial Design Details

Basic to this Element and its design guidelines is the explicit requirement for every designer or sponsor of new or renovated structures to base their designs on what exists in Coronado, to utilize this community's rich visual and sensory resources in designing for its environment over time. Designs without regard to the Coronado context will be unlikely to find acceptance in the City.

Detailed design guidelines are presented for the Central Commercial area of Coronado by two recent City documents noted in this Element's Foreword: "Coronado Downtown Design Guidelines" and "Concept Plan for Downtown Coronado". The Glorietta Bay portion of the City's Commercial Recreation area is addressed by the "Glorietta Bay Master Plan," which is also acknowledged in the Foreword.

Figures 1 and 2 on page II-i12 summarize the design recommendations presented for the Central Commercial area in the first two documents.

Design Review

Aesthetic review of projects is performed for the City by the Coronado Environmental Design Review Commission. The Commission has review authority over the following types of activities:

A. Construction, exterior alteration, addition to an exterior repainting of any public building or structure including street furniture;

B. Relocation of any building;

C. All development requiring a special use permit, planned unit development, or similar proceeding as exists now or as may in the future be established by the City;

Using the Design Guidelines

This sequence of sketches shows main elements that architects must consider when designing for downtown Coronado. From,

(1) basic building massing and fenestration,

Building mass within 32-ft. high - 30-ft. wide envelope.

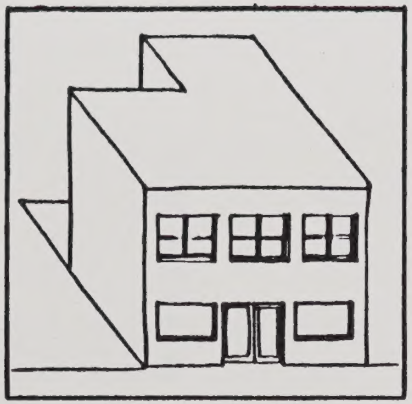
Second floor windows 2-over-2 forming horizontal band.

First floor entry & windows give interior views.

(2) to design of roofline, signs and symbols and appropriate colors,

Facade roofline adds interest to streetscape.

Signs and symbols in appropriate places.
Frames, details, roofline accented in colors complementary to those of building.



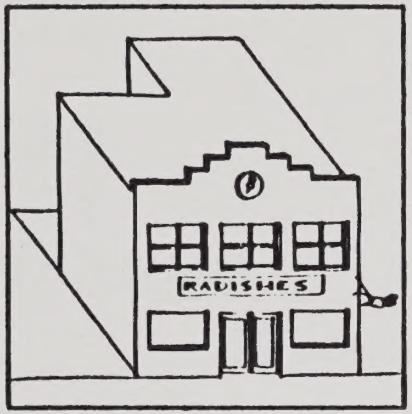


FIGURE 1*

*Source: "Coronado Downtown Design Gudelines" by Rob Wellington Quigley and Jim Burns with Mel McGee and Maryanne Chase, 1985.

(3) and provision of awning trellises, skylights, and creative use of open space.

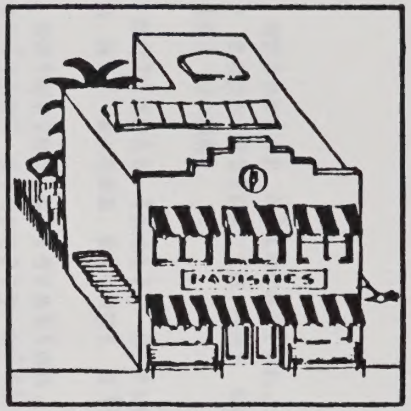
Spaces behind & between buildings used for people.

Trellises in passageways lead to patios.

Skylights/domes for interior illumination.

Awnings give sun & rain protection, add visual variety.

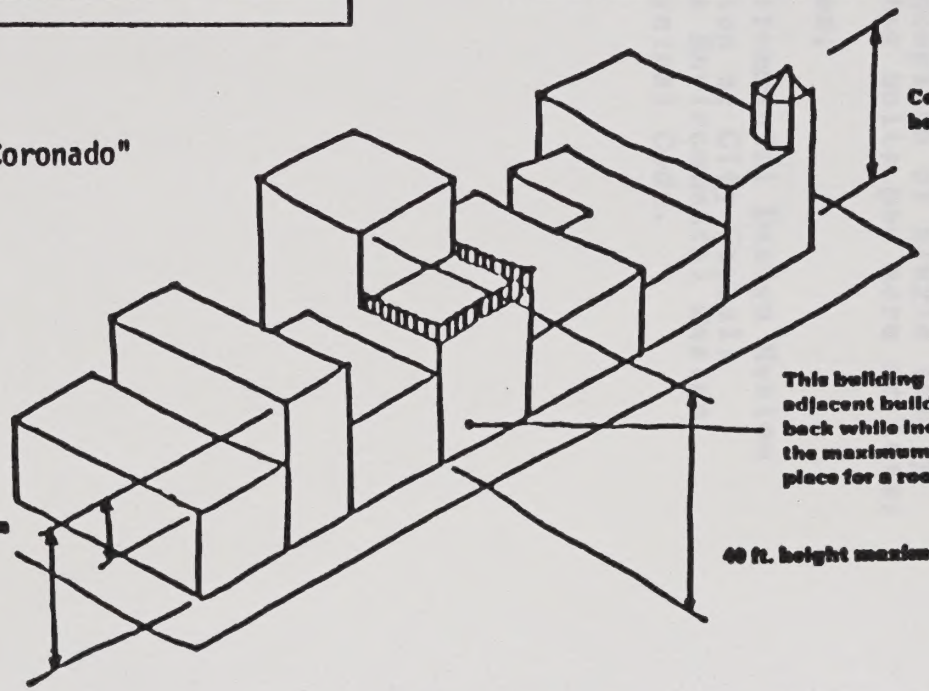
Privately provide outdoor seating.



PREFERRED CHARACTERISTICS OF DESIGN

Figure 2**

**Source: "Concept Plan for Downtown Coronado" by Quigley et. al., 1985.



Corner tower may exceed 32' height. (40' maximum)

This building respects the height of adjacent buildings by stepping back while increasing its height to the maximum 40'. What a great place for a rooftop cafe!

One story maximum between buildings.

32 foot maximum height at sidewalk.

40 ft. height maximum.

D. Any exterior alteration, addition, new construction or exterior repainting in any commercial, manufacturing or industrial zone;

E. All multiple family structures of three or more dwelling units in all zones except single family zones;

F. Any exterior alteration, addition, or new construction on any waterfront property with the exception of single family units at a density of twelve dwelling units per acre or less;

G. Signs and advertising structures;

H. Any matter referred to the Environmental Design Review Commission by the Planning Commission or City Council consistent with the purposes of the Environmental Design Review Chapter of the Coronado Municipal Code.

CITY OF CORONADO

DISASTER PREPAREDNESS ELEMENT

ADOPTED

September 3, 1991

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Foreword

The Disaster Preparedness Element is a permissive element of the City of Coronado General Plan Policy Document. In contrast to a mandatory element that must be included in the General Plan, a permissive element may be included in the General Plan when the subject relates to the physical development of the City. Once adopted, a permissive element has the same force and authority as a mandatory element. The Disaster Preparedness Element provides legal support for the City-wide Disaster Preparedness Plan.

A disaster, either natural or man-made, can strike the City of Coronado at any moment and without notice. The Disaster Preparedness Element to the General Plan, with the City-wide Disaster Preparedness Plan, decreases the need for disaster response by encouraging preparedness among individuals. Additionally, the Disaster Preparedness Element helps in publicizing the City-wide Disaster Preparedness Plan and will contribute to the City's ability to be self-sufficient should a disaster occur. This Element thereby will summarize, clarify, publicize and provide legal support for the City's Disaster Preparedness policies.

In the formulation of this element, the following questions were considered:

1. Which disasters could occur in Coronado?

2. How could the City and its residents be affected by a disaster?

3. How can the City best prepare to minimize the damage and loss created by a disaster?

4. How can the City best respond in the event of a disaster?

5. How can the City best prepare for the recovery stage after a disaster?

The information and issues discussed in this element overlap and intertwine with those discussed in other elements in the City of Coronado General Plan Policy Document. When applicable, the user of this element will be referred to other elements that deal with similar and related problems, issues, and opportunities.

Sources quoted are listed in the Disaster Preparedness Element's bibliography on page II-J5 and are referenced in the following manner:

"Quotation or data." [4]

Read: Quotation or data taken from bibliographic entry 4.

City of Coronado

Disaster Preparedness Element

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Introduction

A disaster is an occurrence inflicting widespread destruction and distress. It is a life-, property-, or environment-threatening incident, particularly one that occurs suddenly or unexpectedly. The resulting damage is determined by the nature of the incident and the response to it. In many disasters, the reaction to an emergency is often the major determinant of its severity. Mass confusion can cause more damage than the disaster itself. The purpose of this element is to minimize threats to public safety by preparing the City and its residents to respond adequately to potential disasters and emergencies.

Due to its geographic location, the City of Coronado is susceptible to a variety of both man-made and natural disasters and emergencies. Emergencies may occur individually or in combination with others. They may vary in degree of predictability, suddenness, and severity. Like most Southern California coastal cities, Coronado is at high risk to drought, earthquakes, seiches, tsunamis, flooding, and severe storm conditions. [7]

Coronado is surrounded by military installations and therefore faces the threat of nuclear attack. The San Onofre Nuclear Power Plant is within 50 miles of Coronado. This puts the City at high risk of devastating effects should an accident occur. There are always the possibilities of oil, chemical and hazardous waste spills; fires and explosions; and crime and terrorist activities.

The Bay Area earthquake of October 1989 is a good example of the devastating effects a disaster can have on a region. Search and rescue teams needed time to clear debris, recover the dead and injured, and facilitate recovery. Many communities were without water and power for 3 days or more. Another more local example is the storm that struck Southern California in January of 1988, inflicting more than $1.5 million worth of property damage in Coronado alone. [9]

If such a disaster were to occur in Coronado the San Diego-Coronado Bay Bridge could be unusable, Silver Strand State Highway could be temporarily closed, and infrastructure damage could be high. Assistance from outside agencies may take time to arrive. The City and its residents need to be prepared to fend for themselves for a minimum of 72 hours. These and other adverse effects of an emergency or disaster can be lessened if agencies and individuals respond in a comprehensive, rational fashion. The assurance of a rational response requires thorough preparation so that all people understand what to expect and how to respond in emergency situations.

Aspects of Disaster Preparedness Analysis

While the type of disaster that could strike Coronado may be different, the preparation for and response to disasters are similar. There are four widely accepted phases to the management of emergencies and disasters: preparedness, response, recovery, and mitigation. [7]

Mitigation includes any activities that prevent a disaster, reduce the chance of a disaster happening, or reduce the damaging effects of unavoidable disasters. The purchasing of insurance is an example of mitigation.

Preparedness is a knowledge of the warning signs and what to do during an emergency or disaster. Preparedness includes plans or preparation made to save lives and help response and recovery operations. Evacuation plans and food and water storage are both examples of preparedness.

Response is the taking of appropriate action in an emergency to protect people and property. Response activities include actions taken to save lives and prevent further damage in a disaster or emergency. Response is a community's or individual's preparedness plan put into action. Turning off gas valves in an earthquake or seeking shelter during a severe storm are both response activities.

Recovery is the action taken to return life to normal and to make one's home and community safer following a disaster. Recovery includes clean up, repairs, rebuilding, and making changes when necessary that will help avoid emergencies in the future.

Mitigation and preparedness phases resume as soon as possible during the recovery phase. To a degree, even during the response stage of a disaster, mitigation efforts should be underway to prevent one type of emergency from causing another.

In disasters and emergencies communication and transportation links may be cut off. Sources of power, food, and water may be damaged. Shelters and medical facilities may be over crowded. Fire, flooding, and outbreaks of crime may take place. All communities and their residents should be prepared to respond to and recover from emergencies, disasters and the problems they cause.

Disaster Preparedness Goals

1. Maintenance of a timely, well-prepared and well-coordinated response plan that will minimize potential damage to life, property, and the environment, resulting from natural and man-made disasters.

2. Centralized emergency and disaster preparedness management that provide for clear authority, direction, and communication during emergencies and disasters.

3. An informed community that knows how it could be affected by a disaster, and is motivated to learn how to prepare for one.

4. A prepared community and trained emergency management team that can work together during disaster operations for safe and effective response and recovery.

Public/Private and Military/Civilian Partnerships

The term "public/private partnership" is a concept that reflects a belief that the public and private sectors of the economy share common interests for which their individual (and often unique) resources can be applied in a coordinated manner. This concept was addressed in detail on pages II-D4 and II-D5 of the Parking Element, and pages II-F4 and II-F5 of the Transportation Element.

Certainly Coronado's civilian public and private sectors and the adjacent military bases have a common interest in disaster preparedness. The substantial and different resources of each of these three groups, if coordinated and cooperatively used, will guarantee an emergency response superior to that which would occur if the same resources were applied to the problem in an uncoordinated manner.

Moreover, all governmental agencies should strive to coordinate their disaster preparedness efforts. Ultimate success seems assured if the extensive resources of the City of Coronado, the US Navy, the Coronado Unified School District, the San Diego Unified Port District, et cetera, are coordinated with the energies of the service groups, businesses and citizens of the City of Coronado.

Objectives For Obtaining Disaster Preparedness Goals

In order to minimize damage and loss associated with natural and man-made disasters, the City must be prepared for such a situation should it occur. A plan shall be prepared, maintained, and practiced that follows the four phases of emergency management described in the "Aspects" portion of this element.

In July of 1984 a Disaster Preparedness Plan was adopted by the City Council. [4] This document shall be maintained and updated periodically to adjust to changes in the goals and requirements of the City. Each employee of the City should go through training to understand fully his or her role in the event of a disaster.

Disaster drills shall be devised and performed to improve and keep sharp individual and group response. As a wide variety of disasters with diversified effects could strike the City, a wide variety of training scenarios should be developed and rehearsed by City employees. Response plans shall be created for a variety of disasters and associated problems. For example, if an earthquake has left the Strand Highway and the Coronado-San Diego Bay Bridge unusable, and the City needs to be evacuated, how is the evacuation to be carried out? If the water lines crossing the bay are destroyed how will Coronado receive water? If communication lines are inoperative what alternate methods of communication are available? These and other like plans should be developed before the event of a disaster or emergency. In this way, a quicker and more efficient response will be assured.

Public disaster preparedness education must be accomplished. Residents shall be encouraged to develop family and individual disaster preparedness plans. Periodic household drills should be conducted to ensure family members understand what may take place in the event of a disaster or emergency and how they can best respond.

Individual and household readiness and self-sufficiency shall be promoted. Studies have shown that, in the event of an earthquake, the Strand Highway would suffer great damage due to liquefaction of the earth on which it lies. [2] Since the bridge could also fail, or be closed while safety inspections are performed, Coronado could be left isolated. It is possible that foot, air or water travel may be accomplished; however, vehicular traffic may be prevented by such road closures.

Lifelines are to be defined as police and firefighting facilities, water and power distribution systems, sanitation facilities, communication systems and transportation routes. In the event that these critical systems are cut off or disabled, self-sufficiency may prove to be the only assurance of survival during post-disaster confusion. Each household in Coronado should maintain at least a 3 day supply of food, water and medication, a battery-operated radio, batteries, a flashlight, and a fire extinguisher.

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CHAPTER K

This chapter currently contains the "Public Safety and Seismic Safety Element" of the General Plan. (adopted 1974). It will be superceded by a new "Public Safety Element" once written and adopted.

PUBLIC SAFETY AND SEISMIC SAFETY ELEMENT OF THE GENERAL PLAN

CITY OF CORONADO

Adopted by the City Council September 17, 1974

Resolution No. 4414

CORONADO PLANNING COMMISSION

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VICE CHAIRMAN

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PUBLIC SAFETY AND SEISMIC SAFETY ELEMENT

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PUBLIC SAFETY AND SEISMIC SAFETY ELEMENT

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PUBLIC SAFETY AND SEISMIC SAFETY ELEMENT

CHAPTER ONE: INTRODUCTION

It is the objective of the Safety and Seismic Safety Element of the General Plan to introduce safety and seismic safety considerations in the planning process in order to reduce loss of life, injuries, damage to property, and economic and social dislocation resulting from fire, dangerous geologic occurrences and seismic events. The element, then, is a policy statement by the City which should consider the following:

1. Safety and seismic hazards and their possible effect on the community.

2. Identification of methods for reducing hazard and seismic risk.

3. Identification of the level of acceptable risk.

4. Determination of priorities for abatement of safety hazards.

5. Evaluation of disaster planning programs.

6. Determination of specified land use standards related to level of hazard and risk.

7. Maps, as needed, to delineate natural hazards including the location and extent of known geologic hazards.

The study area includes all land and water areas within the City of Coronado (see Figure 1). The study area is bounded by the City of San Diego on the east and north, by the City of Imperial Beach on the south, and by the Pacific Ocean on the west.

Although not within the city limits of Coronado, the Naval Air Station, North Island has been included in the study area (see Figure 1). The geographic location of the Air Station and the potential impact on emergency plans requires that this area be included in the study.

TOPOGRAPHY

All of the developed portions of the study area are characterized by a very gently sloping topography with most areas being quite level. The maximum elevation for the developed area is on the order of 25 feet above sea level while the area occupied by the Naval Radio Receiver Facility rises to a maximum elevation of about 40 feet.

FAULTING

There is no known fault activity on the land portion of the study area. However, investigations have inferred the location of faults in San Diego Bay which could be an extension of the Rose Canyon Fault which can be considered potentially alive.

GEOLOGIC HAZARDS

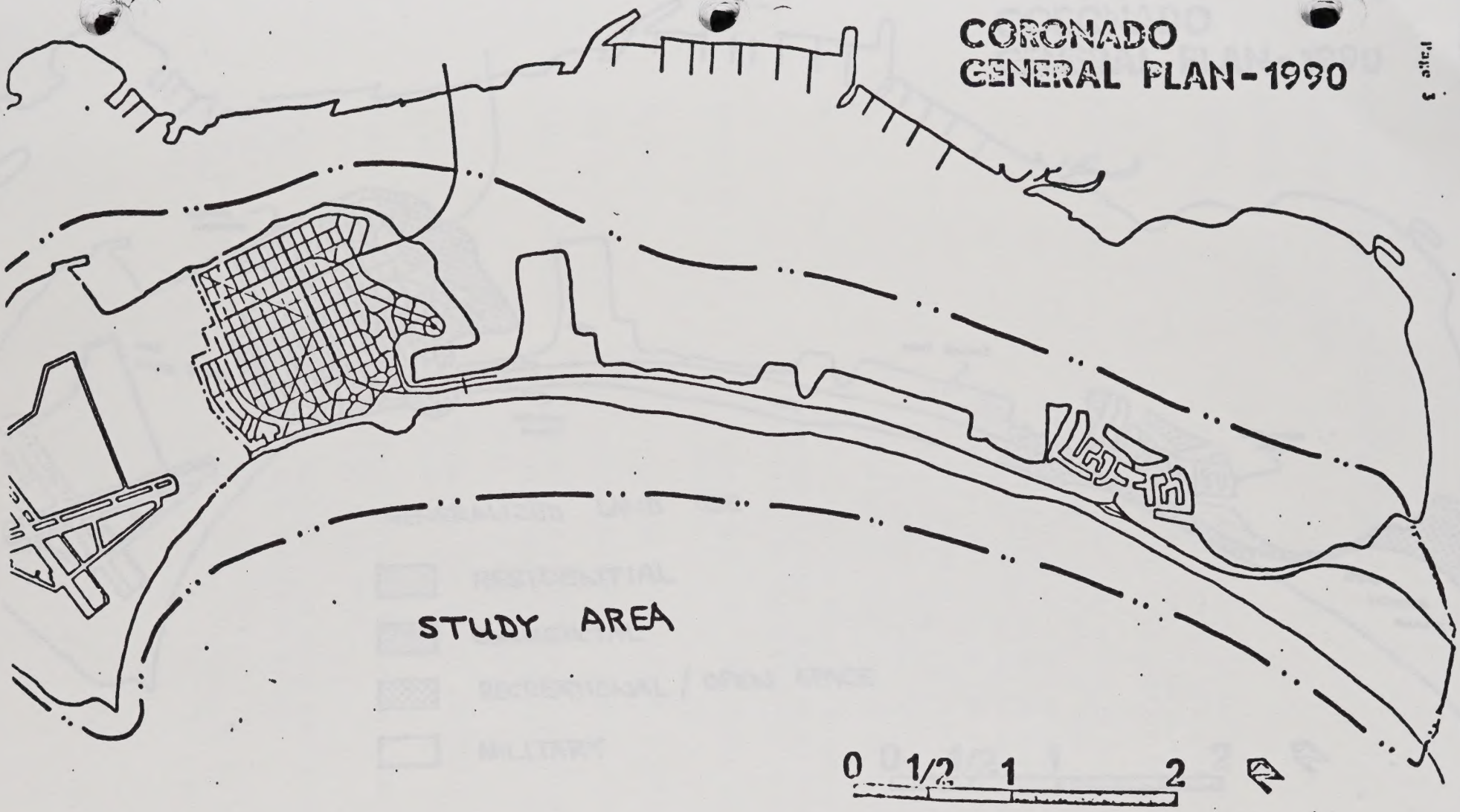
The following seismically induced geologic hazards are to be found in the study area: the potential for severe ground shaking, liquefaction during severe earthquake and the effects of tsunamis (seismic sea waves).

DEVELOPMENT

The land portion of the study area is developed with predominantly residential structures. The residential and commercial area is concentrated in the area known as "Coronado Island" with a second concentration along the Silver Strand known as military housing and the Coronado Cays (see Figure 2).

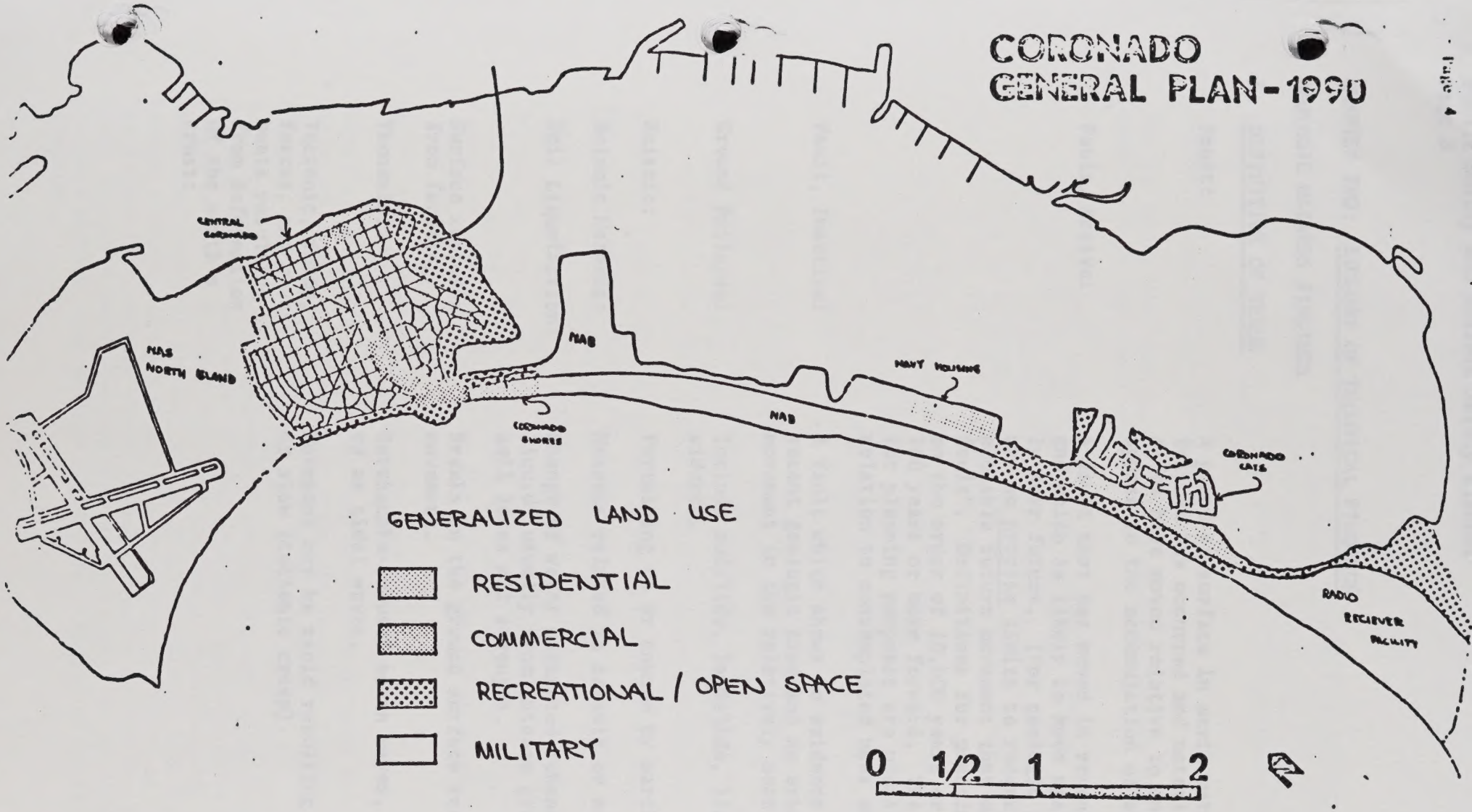
Major open spaces are located on the Naval Air Station, North Island, the Silver Strand and the Naval Radio Receiving Station (see Figure 2). These areas will not be developed in the foreseeable future.

The Public Safety and Seismic Safety Element is designed to serve the needs of an already highly developed area. The City of Coronado can, by adopting and enforcing appropriate ordinances, reduce the potential loss of life, injury, and property damage caused by seismic events or safety hazards.



PUBLIC SAFETY AND SEISMIC SAFETY ELEMENT

Figure One



PUBLIC SAFETY AND SEISMIC SAFETY ELEMENT

Figure Two

CHAPTER TWO: SUMMARY OF TECHNICAL FINDINGS

GEOLOGIC HAZARDS FINDINGS

1. DEFINITION OF TERMS

Fault:	A plane or surface in earth materials along which failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation of stress in the rocks.
Fault, Active:	A fault that has moved in recent geologic time and which is likely to move again in the relatively near future. (For geologic purposes, there are no precise limits to recency of movement or probable future movement that define an "active fault". Definitions for planning purposes extend on the order of 10,000 years or more back and 100 years or more forward. The exact time limits for planning purposes are usually defined in relation to contemplated uses and structures.)
Fault, Inactive:	A fault which shows no evidence of movement in recent geologic time and no evidence of potential movement in the relatively near future.
Ground Failures:	Include mudslide, landslide, liquefaction, subsidence.
Seismic:	Pertaining to or caused by earthquake.
Seismic Hazards:	Hazards related to seismic or earthquake activity.
Soil Liquefaction:	Change of water saturated cohensionless soil to liquid, usually from intense ground shaking; soil loses all strength.
Surface ruptures from faulting:	Breaks in the ground surface resulting from fault movement.
Tsunamis:	Earthquake-induced ocean waves, commonly referred to as tidal waves.
Tectonic, forms, forces, and movements resulting from deformation of the earth's crust:	Movement may be rapid resulting in earthquake, or slow (tectonic creep).

The Comprehensive Planning Organization, General Lithology and Earthquake Potential Map shows the Coronado Study area to be made up of Terrace Deposits which are poorly consolidated or unconsolidated aggregates of silt, sand and gravel. There is high potential for earthquake damage to structures located on this material.

4. GROUND FAILURE (Figure Five)

The following geologic hazards are considered to have the potential for occurrence in the study area:

Liquefaction: Liquefaction is a rather common occurrence during major earthquakes and results from the loss of all strength in water-saturated cohesionless soil because of intense ground shaking. The effect on buildings is severe, with extensive damage resulting from settling, tilting, and floating.

Lateral Spreading: Lateral spreading is caused by ground shaking that triggers the movement of soils towards an unsupported surface or slope (not necessarily steep). Extensive damage to buildings can result from the mass flow of land areas, particularly along waterfront areas and on soft, saturated clays.

Differential Settlement: The occurrence of differential settlement has been well-documented in many major earthquakes and results from the non-uniform settlement of loose-and medium-dense granular soils during ground shaking. Differential settlement often results in serious structural damage to buildings and underground utilities.

A general lack of available data precludes a detailed evaluation of ground failure hazards in the study area. A review of the data that have been collected and a review of the history of seismic events in the San Diego region has not revealed any documented instance of ground failure, other than that of landslides. It should not be concluded, however, that ground failure may not occur due to future seismic activity. It is likely that the soil and ground water conditions in the coastal areas, bay margins, and especially the bay fill areas are places for the potential hazards identified above.

5. SEISMICALLY TRIGGERED FLOODING (Figure Six)

Tsunamis, or seismic sea waves, are oceanic waves that are generated by earthquakes, submarine volcanic eruptions or large submarine landslides. As tsunami enters shallower waters along coastlines, wave velocity diminishes and wave height increases. Tsunamis affect coastal areas and coastal watercourses. Documented tsunami history reveals that the largest such seismic sea wave to reach the San Diego coastline has a run-up height of 4.6 feet (1960 Chile earthquake). Available information suggests, then, that tsunamis are not likely to strike the coastal areas of this region; however, the past record is probably too short to be conclusive. The threat of a tsunami should be considered a hazard for the study area. Until further studies develop detailed estimates of potential run-up, the ten-foot contour will provide reasonable estimate of potential run-up elevation.

DISASTER PREPAREDNESS FINDINGS

The City of Coronado and San Diego County have done much disaster, safety, and emergency planning. The Emergency Plan of the City of Coronado was adopted by the City in January, 1974, and is a constituent part of the Emergency Plan of the Unified San Diego County Emergency Services Organization. Prior to the adoption of this plan, the City Council had adopted the California Master Mutual Aid Agreement, dated December 5, 1950 and had adopted Emergency Services Ordinance No. 1266, dated August 15, 1972.

Possible disaster events in the San Diego region are listed in Table I. Appropriate actions for readiness and response to most of these disasters has been prepared by the San Diego County Office of Emergency Services.

FLOOD POTENTIAL FINDINGS (Figure Eight)

Another source of possible damage hazard is from flooding as a result of heavy rainfall. In general the developed areas of Coronado have adequate drainage facilities to prevent flooding during "normal" rainstorms. There are, however, several areas in the City which are subject to inundation during heavy rainfalls (2 to 3 inches in 24 hours). Figure Eight shows the areas which are subject to flooding. The U.S. Army Corps of Engineers is currently preparing a flood potential map and when this becomes available it should be included in this element.

Coronado also has problem with a high water table. The average water table for the City would be 8 feet with some areas only having a 2 foot water table. During peak rainstorms the two foot areas would be subject to ground saturation and flooding.

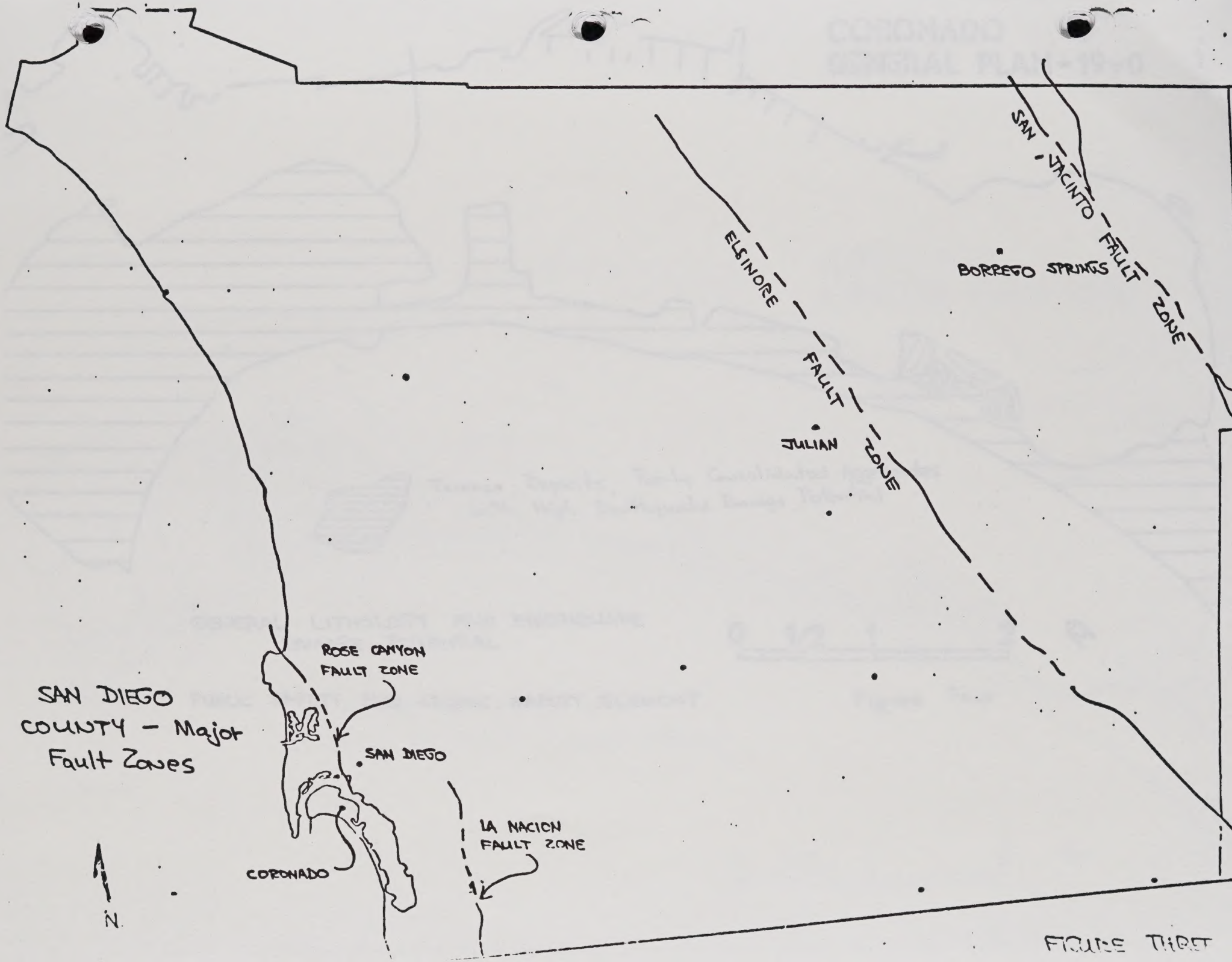
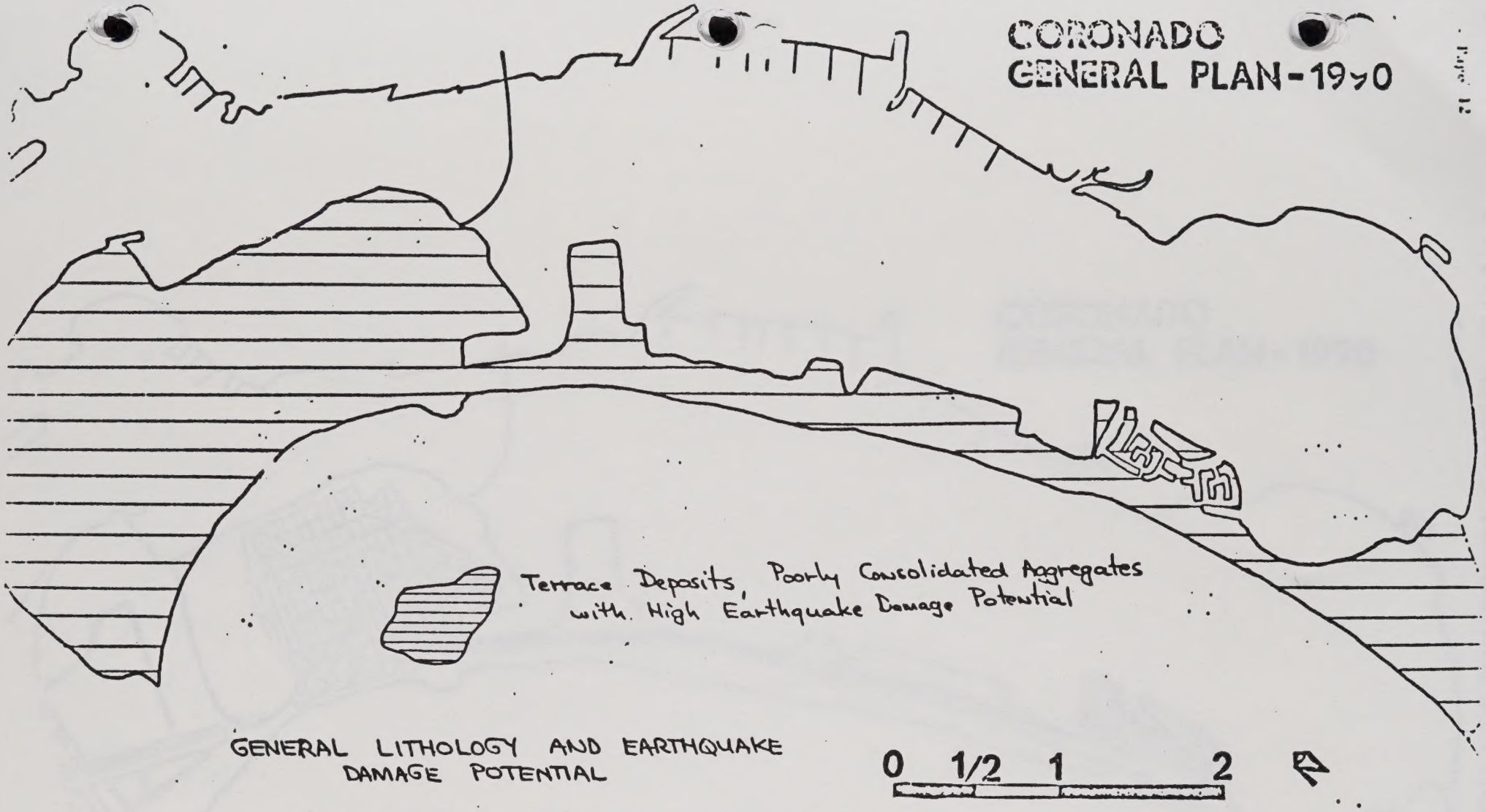


FIGURE THREE

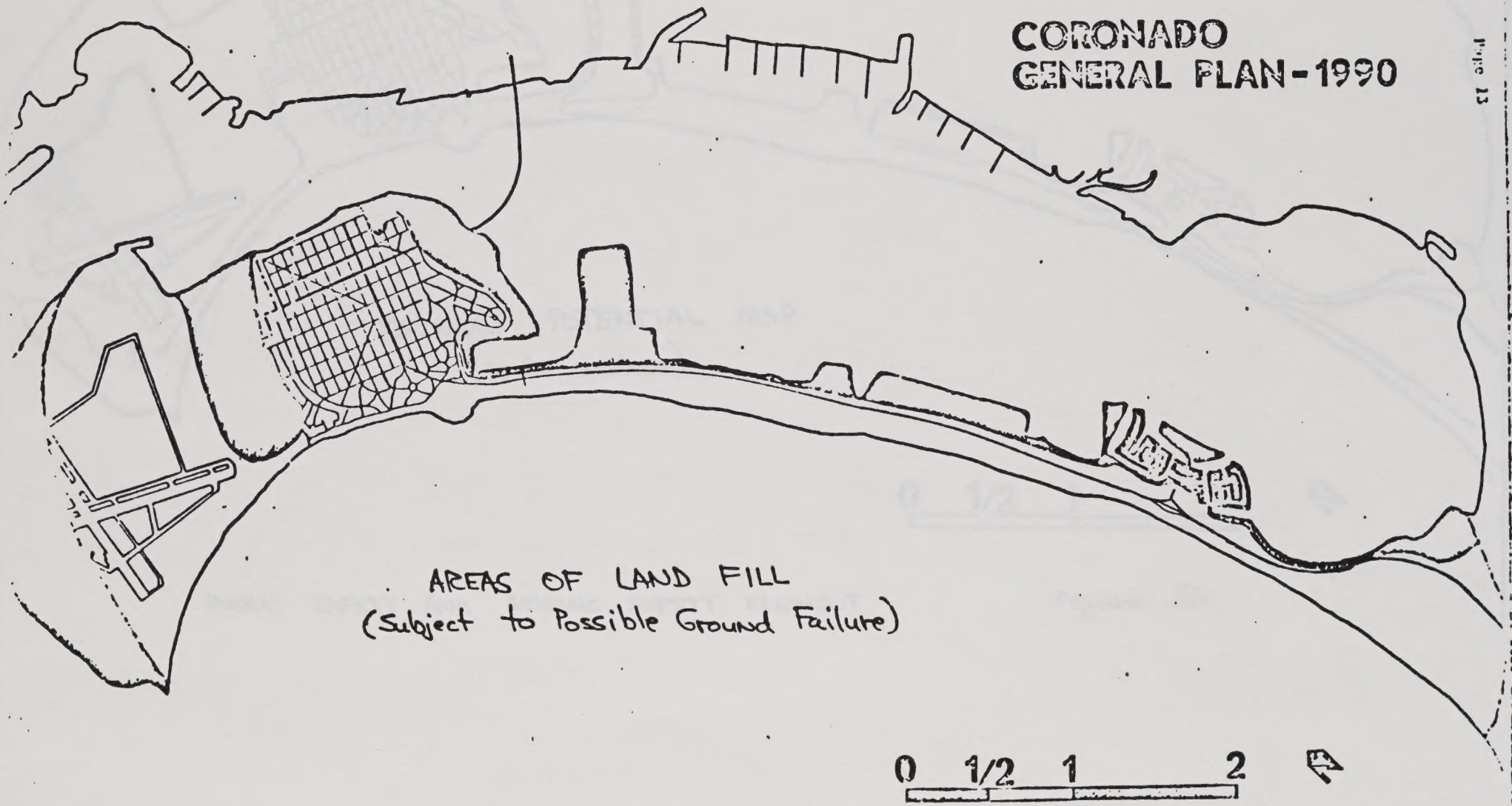
CORONADO GENERAL PLAN-1970

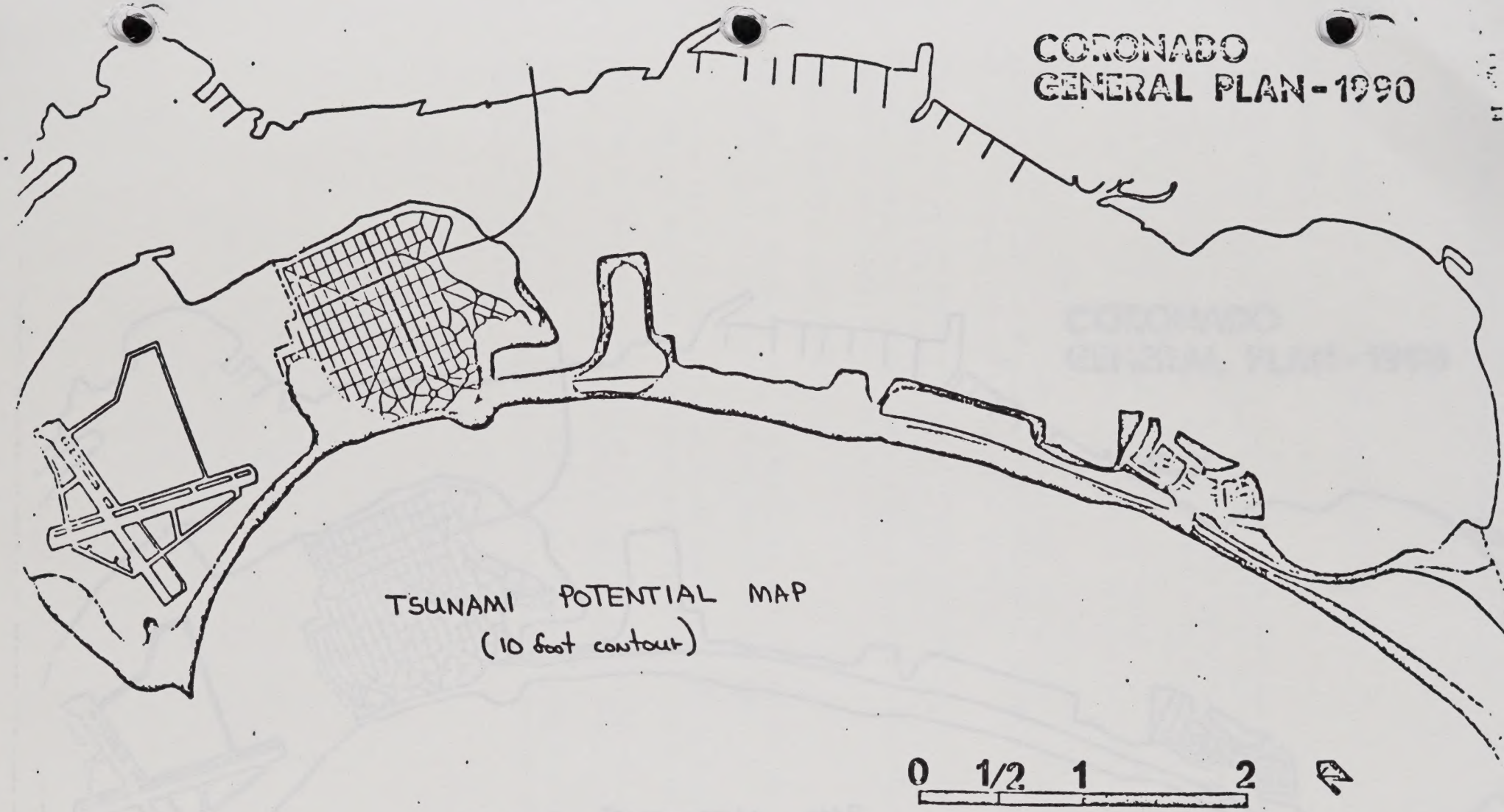


GENERAL LITHOLOGY AND EARTHQUAKE DAMAGE POTENTIAL

PUBLIC SAFETY AND SEISMIC SAFETY ELEMENT

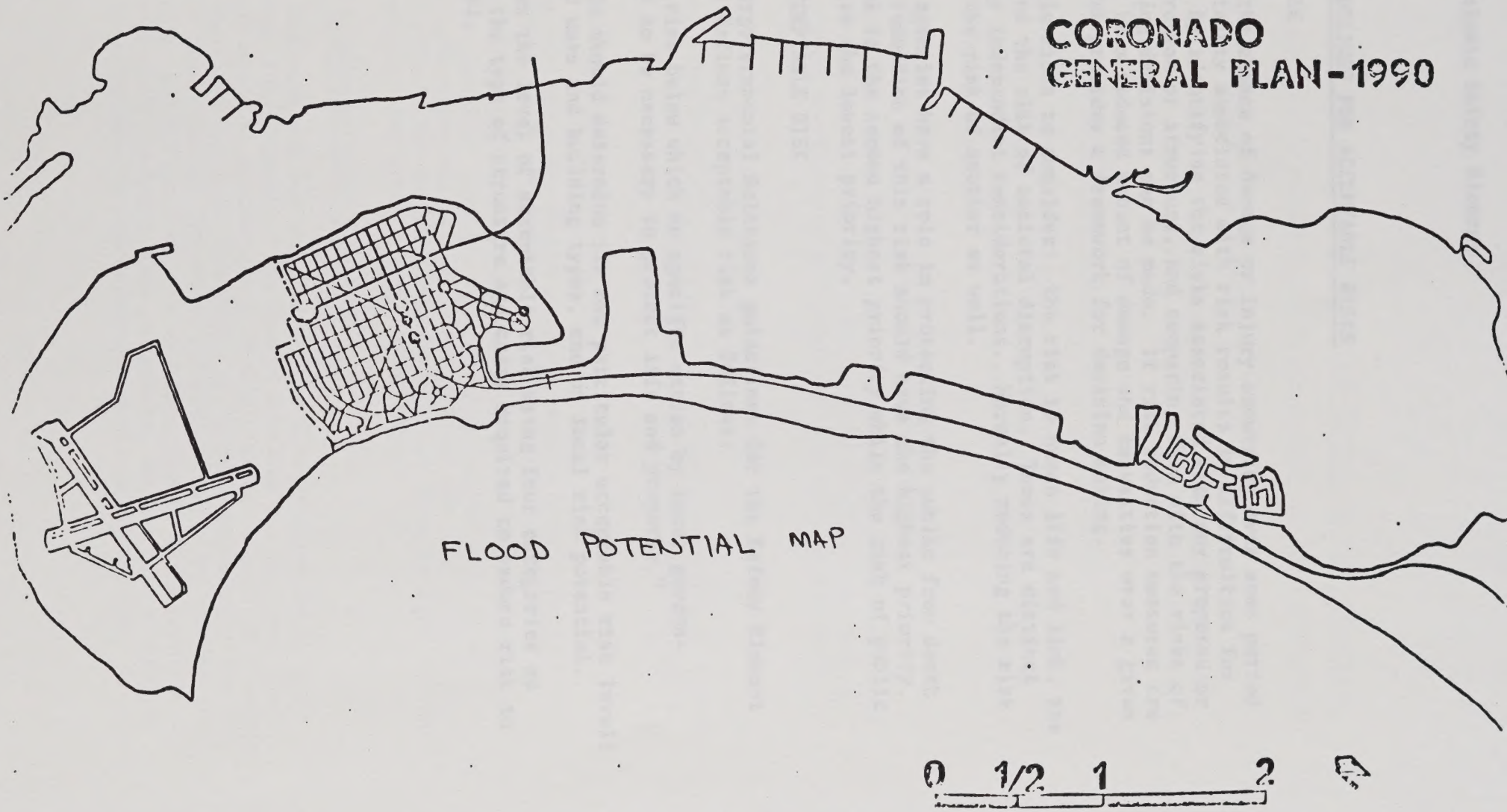
Figure Four


CORONADO
GENERAL PLAN-1990
AREAS OF LAND FILL
(Subject to Possible Ground Failure)
0 1/2 1 2



PUBLIC SAFETY AND SEISMIC SAFETY ELEMENT

Figure Six


CORONADO
GENERAL PLAN-1990
FLOOD POTENTIAL MAP
0 1/2 1 2

CHAPTER THREE: GUIDELINES FOR ACCEPTABLE RISKS

CONSIDERATION OF RISK

Risk is defined as the chance of damage or injury occurring over some period of time. The uncertainty associated with risk results in difficulties for planners. However, by identifying the risks associated with any proposed or existing project, program or structure, and comparing them with the risks of alternatives, planning decisions can be made. If risk reduction measures are adopted, there will be a reduced amount of damage and casualties over a given period of time. Risk provides a framework for decision making.

There are three basic risks to consider: the risk to human life and limb, the risk to property, and the risk of societal disruption. These are distinct although not totally independent considerations. Normally reducing the risk of one will reduce the risk of another as well.

Clearly the public agencies have a role in protecting the public from death or injury, and the reduction of this risk should have the highest priority. Property damage risk is the second highest priority while the risk of public disruption would have the lowest priority.

CONSIDERATION OF ACCEPTABLE RISK

The Council of Intergovernmental Relations guidelines for the Safety Element of the General Plan defines acceptable risk as follows:

> "The level of risk below which no specific action by local government is deemed to be necessary to protect life and property."

The City of Coronado should determine its own particular acceptable risk levels based on local land uses and building types, and on local risk potential.

Table Two identifies the level of acceptable risk using four categories as well as identifies the type of structure and costs required to reduce risk to the acceptable level.

CHAPTER FOUR: RECOMMENDATIONS FOR SEISMIC RISK AND SAFETY HAZARDS REDUCTION

MAINTENANCE AND DISSEMINATION OF SEISMIC SAFETY AND PUBLIC SAFETY INFORMATION

1. PUBLIC SAFETY AND SEISMIC SAFETY ELEMENT

It is recommended that the City Council appropriate sufficient money so that this element can be distributed to interested groups and individuals in the community.

2. DISSEMINATION OF PUBLIC SAFETY AND SEISMIC SAFETY INFORMATION

Geologic and structural hazard information relating to private development should be readily available. The City should establish a procedure for informing residents, businesses, property owners and prospective property owners of public safety hazards.

3. MAINTENANCE OF PUBLIC SAFETY AND SEISMIC SAFETY INFORMATION

The City Planning Department will maintain a well organized collection of information of all public matters pertinent to public safety and seismic safety hazards within the City and will seek out and collect all such information.

4. COLLECTION OF STRUCTURAL HAZARDS INFORMATION

The City Building Department will catalog information pertaining to structural hazards in the City. This should include all known hazards over a period of years.

DISASTER PREPAREDNESS PROGRAM

1. CITY OF CORONADO AND SAN DIEGO COUNTY DISASTER PREPAREDNESS PROGRAM

The City of Coronado Emergency Plan and the Unified San Diego Emergency Services Agreement provides the City with an adequate response to most natural and man-made disasters. These plans provide the City with a program which is the basis for conduct and coordination of operations and the management of critical resources during an emergency.

2. DEVELOPMENT OF A TSUNAMIS WARNING SYSTEM

Because of its location and low topography, the City of Coronado is susceptible to damage from tsunamis. The forces involved are so great that the only positive means of protection is to avoid areas subject to tsunamis. Since much of this area has been developed, it is recommended that the City establish a communication link with the seismic sea-wave warning system administered by the National Oceanic and Atmospheric Administration. Warning times vary with distances from the source, but periods of several hours usually are available to evacuate populations to safe areas.

INFORMATION SOURCES

1. Studies on the Geology and Geologic Hazards of the Greater San Diego Area, California, a guidebook prepared by the May, 1973 field trip of the San Diego Association of Geologists and the Association of Engineering Geologists.

2. The Seismic Safety Study for the General Plan, Tri-Cities Seismic Safety and Environmental Resources Study, El Cerrito, Richmond and San Pablo, California, September 1, 1973.

3. Model Seismic Safety Element: Final Report, prepared for the San Diego Comprehensive Planning Organization by Duncan and Jones, Urban and Environmental Planning Consultants in affiliation with Cooper-Clarke & Associates, Engineering Geologists, February, 1974.

4. Safety Element/General Plan, City of Chula Vista, California, Planning Department, July, 1974.

5. Urban Geology, Master Plan for California, California Division of Mines and Geology Bulletin 198, 1973.

6. Resource Report: Environmental Resource Management Element of the General Plan - Coronado 1990, prepared for the City of Coronado by VTN San Diego and Oceanic Research Institute, 1973.

7. The General Plan Guidelines, California Council on Intergovernmental Relations, September, 1973.

8. The Seismic Safety and Safety Element, City of El Cajon, Draft Report, July, 1974.

9. Emergency Plan, City of Coronado, January, 1974.

10. Municipal Fire Administration, International City Managers Association, 1967.

CHAPTER "L"

CITY OF CORONADO GENERAL PLAN

NOISE ELEMENT

ADOPTED
September 17, 1974

REVISED
April 20, 1999

Replaced 12/16/02

City of Coronado
Noise Element
Table of Contents

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MAYOR

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COUNCILMAN

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COUNCILWOMAN

Pat Callahan
COUNCILMAN

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* *Project Manager*

Introduction

Sound is a vital part of the enjoyment of our environment. Most of us enjoy listening to the waves tumbling on the shore, good music, and many other things as well. However, sound is not always pleasant or enjoyable. In our cities, noise has increased so much as to become a health hazard. As a health hazard, the City of Coronado and its residents have a responsibility to reduce noise as much as they can. This, in effect, is the reason behind the preparation of this document. The Noise Element must address itself to three major issues:

1. The desirable noise standards for the City;

2. The identification of noise problem areas; and

3. The development of a program of noise abatement.

Single Event Levels and Human Response[1]

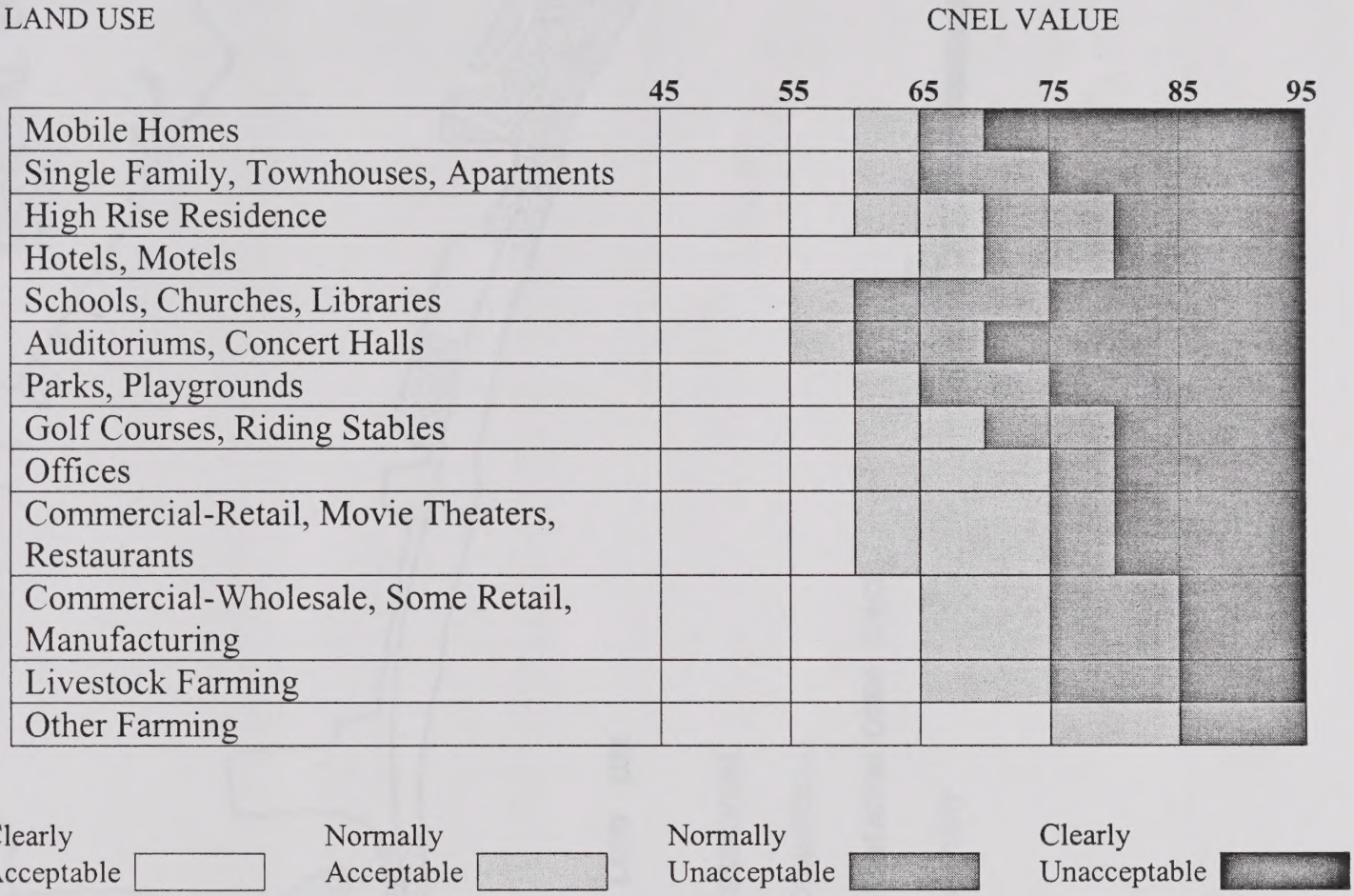
Fig. 1

Single Events	dB(A)	Human Response
Carrier Deck Jet Operation	145	
	138	Painfully Loud
Jet Plane (100 feet)	130	Limit of Amplified Speech
Rock Music With Amplifier	120	
	118	Maximum Vocal Effort
Thunder, Riveting Machine	110	Permanent Hearing Loss
Garbage Truck, Power Mower	100	
	98	Very Annoying
Heavy Truck (50 feet), Noisy Kitchen	90	Hearing Damage (8 hours)
Pneumatic Drill (50 feet)	85	
Busy Street, Alarm Clock	80	Annoying
Freight Train (50 feet)	75	
Department Store Interior	70	Telephone Use Difficult
Freeway Traffic	68	Contribution to Hearing Impairment Begins
Ordinary Conversation	60	
Light Auto Traffic (100 feet)	50	
	48	Quiet
Living Room	45	
Average Office	40	
Bedroom	38	
City Residence, Soft Whisper	30	Very Quiet
Quiet Country Residence	20	
Rustle of Leaves	10	Just Audible
Threshold of Hearing	0	Threshold of Hearing

[1] HUD Circular No. 1390.2

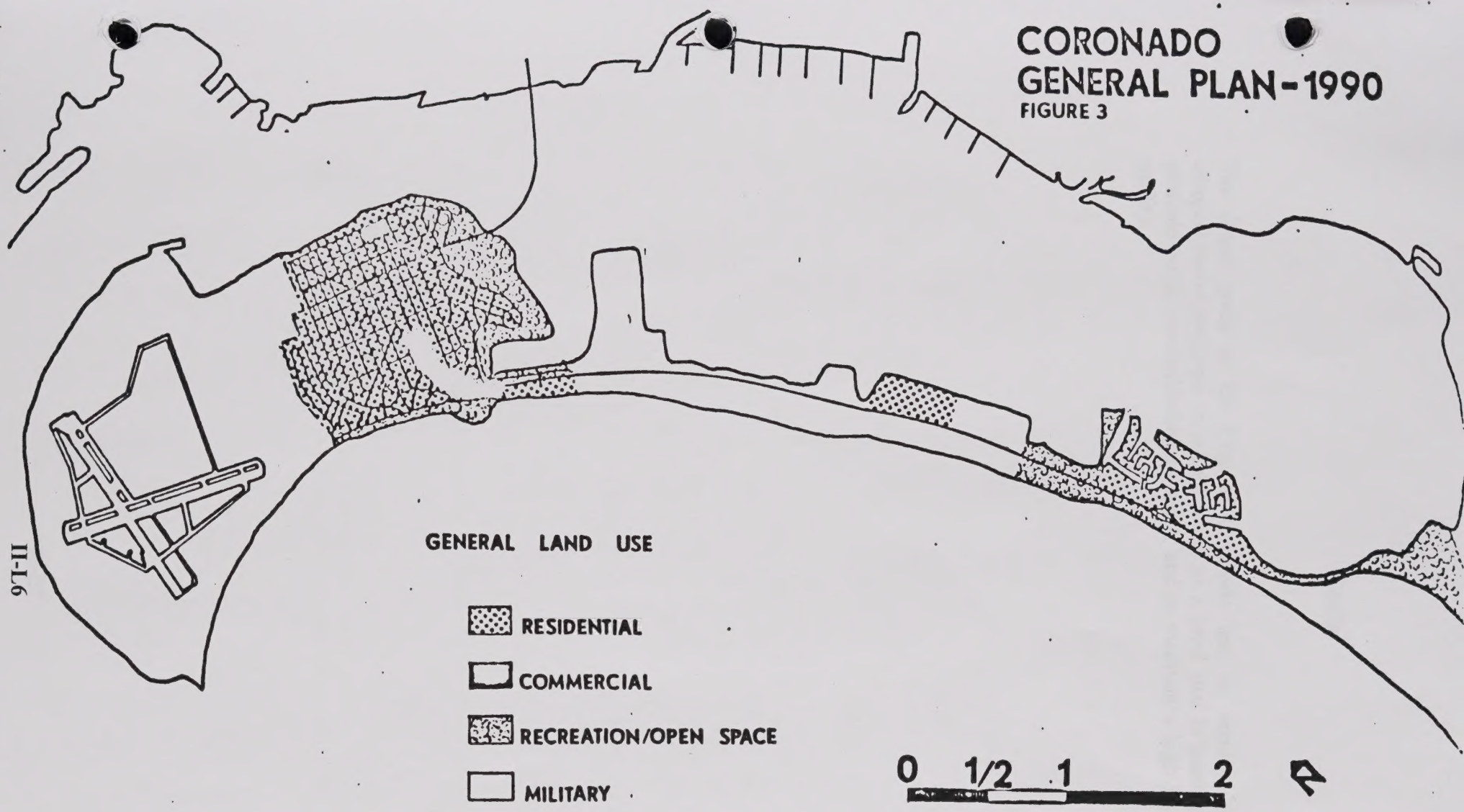
Noise Sensitivity of Land Use

Fig. 2



CORONADO GENERAL PLAN-1990

FIGURE 3



Goals

The major goals of the City of Coronado and its residents are to develop a comprehensive program to reduce noise to a level that is healthy and desirable, to promote public understanding of noise, and to maintain a high level of environment quality.

Standards

The City of Coronado must strive to meet the most desirable levels of noise wherever possible. As can be seen in figures 4, 5, 6, and 7, the City of Coronado does have some major noise problems. These noise problems occur because of two major noise sources:

1. The traffic on Coronado, particularly on State Highways 75 and 282, on Ocean Boulevard, and on Alameda and Ocean Avenues; and

2. Due to landing aircraft at the Naval Air Station, North Island.

In residential, recreational, and hospital areas, the ambient level should not exceed 50 dB(A) during daytime hours (8:00 a.m. to 10:00 p.m.) and should not exceed 45 dB(A) during nighttime hours (10:00 p.m. to 8:00 a.m.). Residential development should not be allowed in areas that are in Clearly Unacceptable or in Normally Unacceptable area (see figures 2 and 8). Residences may be constructed in Normally Unacceptable areas only of the proper precautions in construction are taken and sound barriers shall be required prior to construction.

In commercial and industrial areas, the ambient level should not exceed 60 dB(A) during the daytime hours and should not exceed 50 dB(A) during nighttime hours. Commercial development should not be allowed in areas greater than 80 dB(A) (see figure 2). If the CNEL level is greater than 75 dB(A), then special construction precautions and sound barriers shall be required prior to construction.

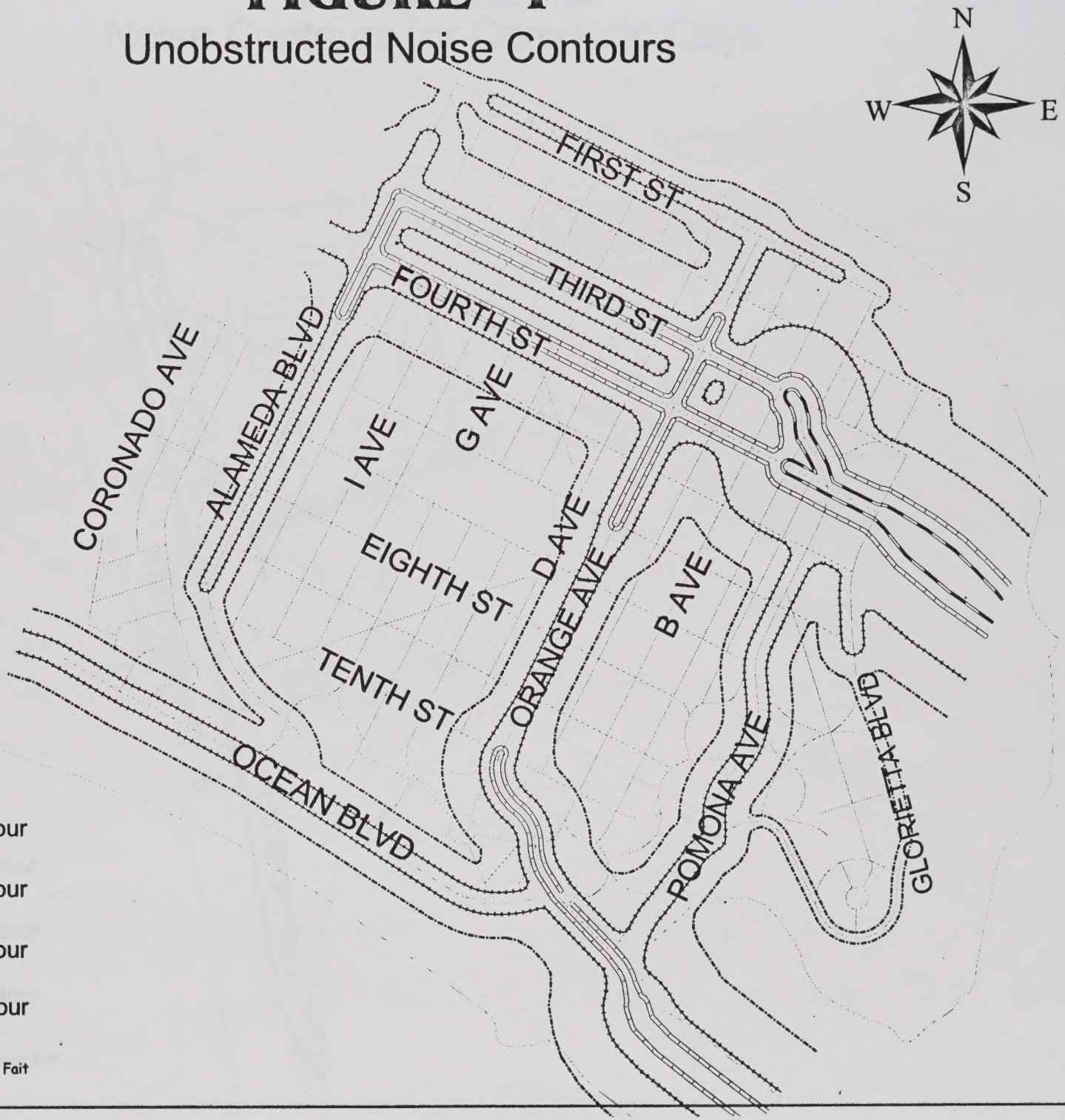
The ambient levels listed in the paragraphs above may be exceeded as follows:

5 dB(A) for 15 minutes per hour;
10 dB(A) for 6 minutes per hour; and
15 dB(A) for 1 minute per hour.

Figures 4, 5, 6, and 7 were developed as part of a "City of Coronado Noise Study: 1998". Figure 4 focuses on traffic noise and depicts the "Unobstructed Noise Contours on Street Map" of the village area of Coronado. Figure 5 depicts the same data for the Coronado Cays. Figure 6 focuses on noise from the military plane and helicopter flights, while figure 7 combines the information in Figures 4, 5, and 6 to depict the City's "Noise Critical Area" referenced by the California Uniform Building Code.

FIGURE 4

Unobstructed Noise Contours



75 dB(A) CNEL contour

70 dB(A) CNEL contour

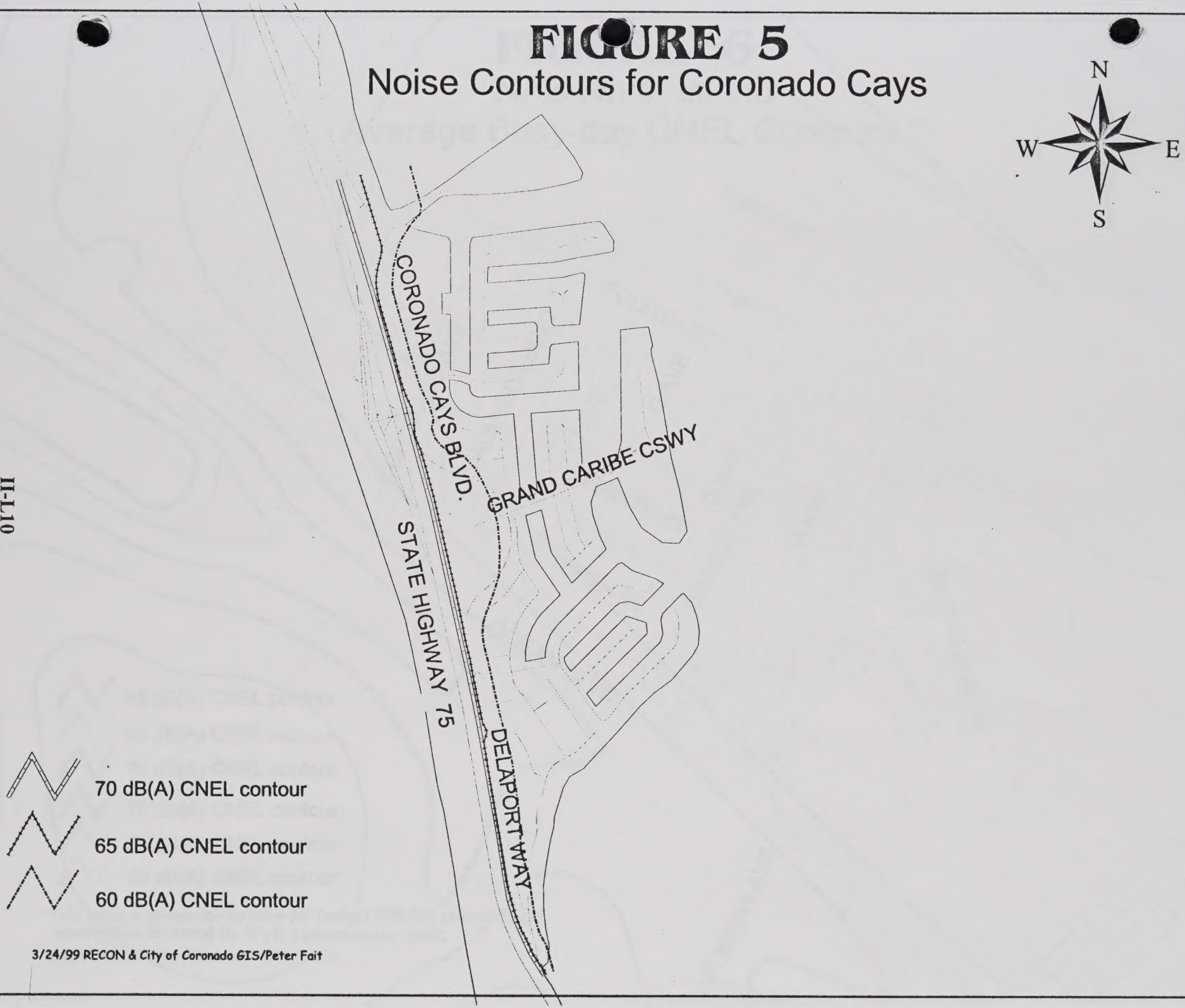
65 dB(A) CNEL contour

60 dB(A) CNEL contour

3/24/99 RECON & City of Coronado GIS/Peter Fait

FIGURE 5

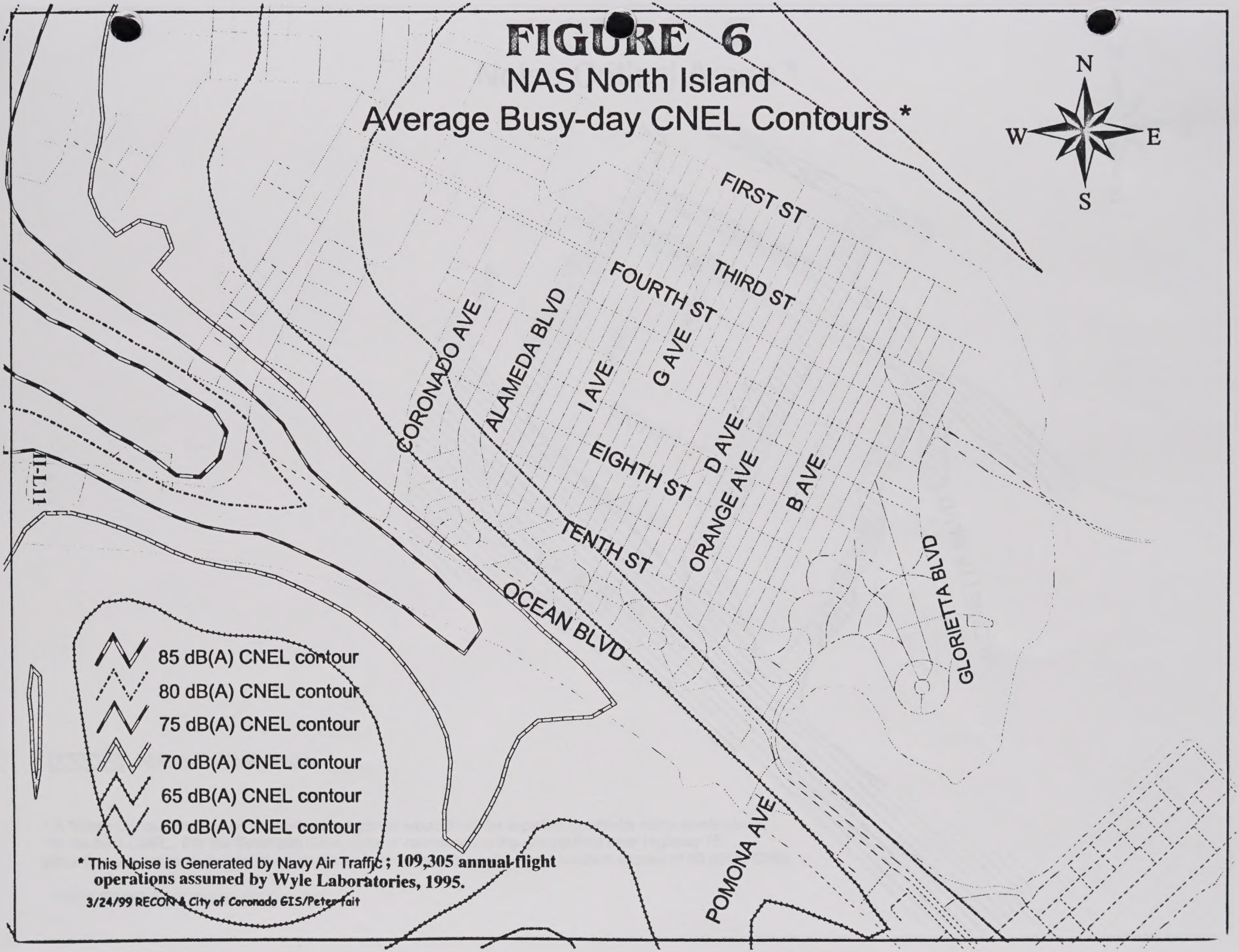
Noise Contours for Coronado Cays



3/24/99 RECON & City of Coronado GIS/Peter Fait

FIGURE 6

NAS North Island
Average Busy-day CNEL Contours *

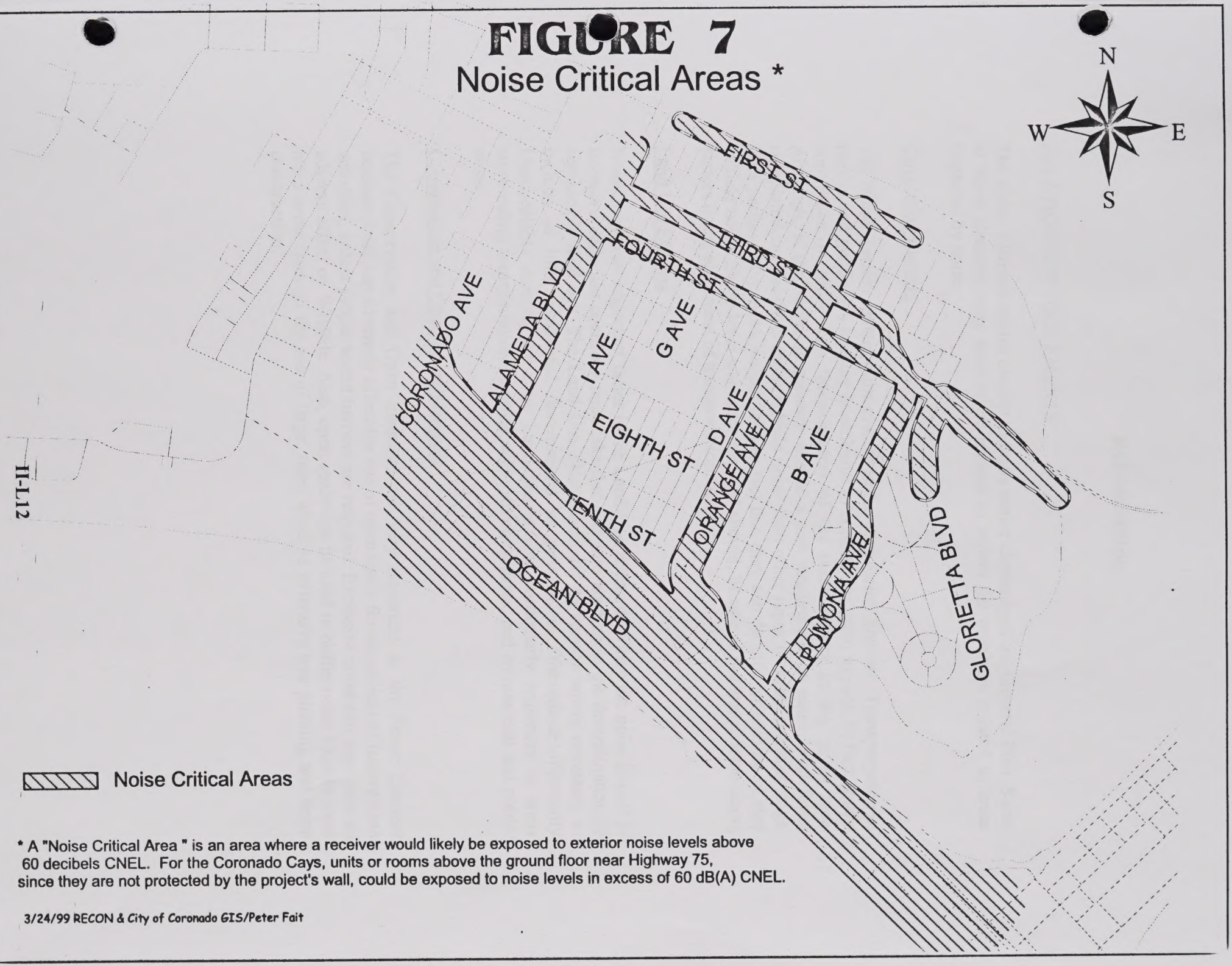


* This Noise is Generated by Navy Air Traffic ; 109,305 annual flight operations assumed by Wyle Laboratories, 1995.

3/24/99 RECON & City of Coronado GIS/Peter Tait

FIGURE 7

Noise Critical Areas *



* A "Noise Critical Area " is an area where a receiver would likely be exposed to exterior noise levels above 60 decibels CNEL. For the Coronado Cays, units or rooms above the ground floor near Highway 75, since they are not protected by the project's wall, could be exposed to noise levels in excess of 60 dB(A) CNEL.

3/24/99 RECON & City of Coronado GIS/Peter Fait

Relationships

RELATIONSHIP TO ELEMENTS

The Noise Element relates closely to many major elements of the General Plan. Some of these elements may need to be revised to reflect the problems created in areas impacted by noise.

Circulation Element

The Noise Element relates quite closely to the Circulation Element. Transportation of people and goods is a primary contributor to community noise impact. In fact, traffic contributes to more than three-quarters of the noise impact in any given area. Although, if the traffic is constant and at a comparatively even noise level fewer complaints are received about vehicle noise than other types of noise (barking dogs, loud parties, etc.). Also, people tend to feel that they can do little or nothing to stop vehicle noise. Noise level standards can, and should, be one of the major determining factors in the placement of transportation facilities.

Land Use Element

Noise is also an important factor in the Land Use Element. Where the noise impact is intensive, land use decisions must take that fact into account in the determination of compatible land use. The Land Use Element should be revised where necessary to include as little residential development as possible in Discretionary-Normally Unacceptable area of the City. Land use is also particularly important in areas surrounding transportation facilities, major thoroughfares, and commercial and public areas.

Conservation and Open Space Elements

The Conservation and Open Elements are very important to the Noise Element because noise can adversely affect the use of open space for the pursuit of leisure-time activities, unless proper sound barriers are required. Excessive noise can also have an adverse effect on Wildlife. Also, open space can be used to buffer noise sources from other areas through the use of large, open areas or extensive tree planting and berm construction.

RELATIONSHIP TO ENVIRONMENTAL IMPACT QUESTIONS

The Noise Element relates to questions of environmental impact in two major ways. Also, noise standards and contours can be used in environmental impact reports to determine the major problem areas for development.

Social

Noise, as has been discussed in the appendix, is socially disruptive. It may be physically and psychologically damaging to residents of high noise impact areas.

Economic

Noise impaction also tends to lower property values and the level of productivity of workers either living or employed in the affected area. Costs of noise are seldom paid for by the noise producer (be it vehicle or stationary source), but are passed on to people in the surrounding area or to the purchasers and users of a noisy or noisily produced product.

Implementation

The guide to implementation is, in many ways, the most important part of the Noise Element. All the goals, policies, and standards that the City of Coronado establishes will mean little or nothing if there is no way to put them in action. In this guide, the tools of implementation are placed in the order of their priority. Priority is determined by a number of things, including need, cost, and ease of implementation.

TO BE IMPLEMENTED IN ONE YEAR

The City of Coronado should develop a comprehensive noise ordinance that regulates noise sources according to the standards determined in this element. A noise ordinance could be set up as part of the Zoning Ordinance or as a separate entity. It must be remembered that there are certain exceptions to the Noise Ordinance based upon the greater public good. Because the Police Department receives the majority of the complaints, it should be the enforcing authority. The Police Department should be provided with the equipment necessary for the proper enforcement of the Noise Ordinance. While the Police Department will enforce the ordinance, there will be certain problems that can only be taken care of by a Zoning Enforcement Officer in his role as the Noise Administrator. The job of the Noise Administrator would be to rule on chronic noise problems, to keep noise technology up to date, and to issue permits for public and private events that exceed the noise standards.

The Police Department should also enforce state and federal noise standards where applicable. Specifically, the Police Department should enforce the State Motor Vehicle Code in relation to noise from engines and mufflers. This is particularly important in the case of motorcycles, which tend to sound noisier than most other vehicles at least partially because of their higher-pitched sound.

The City of Coronado should ensure that its building code includes requirements for adequate sound insulation, especially in areas with a greater noise impact. Included in the building code should be window placement, size and number since most noise enters and leaves through windows.

Related to building code changes are subdivision regulation changes. There are a large number of items that are concerned with subdivision regulations. Site planning to create the quietest possible environment is necessary especially in a condominium or apartment situation. Coronado should discourage developments that do not take into account the present noise impact or which might contribute excessively to future noise impact. All developers in Discretionary-Normally Unacceptable areas should include measures to mitigate the noise impact through construction and siting techniques. Credit for open space should not be allowed in Discretionary-Normally Unacceptable zones unless permanent noise barriers of some kind are constructed.

The City shall maintain liaison with all agencies concerned with noise. These include the U.S. Department of the Navy through North Island Naval Air Station and the Naval Amphibious Base, all transportation agencies that have any jurisdiction involving Coronado (California Department of Transportation and the U.S. Department of Transportation), the U.S. Environmental Protection Agency, the San Diego Transit Corporation, the San Diego County Health Department, the San Diego County Planning Department, the San Diego Unified Port District, MTDB and SANDAG.

Through these agencies, and others, the City can voice its opinions on noise regulations and on any action by regional, state and federal agencies that may affect the noise impact on Coronado. Strong stands must be taken on actions by these agencies, which would increase noise beyond acceptable limits.

TO BE IMPLEMENTED WITHIN 5 YEARS

The City can play an important part in diminishing noise. The City should institute a "Buy Quiet" program. Noise should be a consideration in the purchase of equipment which produces noise levels greater than 65 db(A) at 50 feet under normal operating conditions. The recommended policy should be that the purchase of the less noisy item be required if noise reduction is greater than 5 decibels lower than the noisier item and the cost is no more than ten percent higher than the noisier item. If the noise reduction is 10 decibels or more than the noisier item, it should be purchased if the cost is less than 25 percent higher.

Truck routes should be established so that neighborhoods won't be disrupted by their noise. Truck routes should be planned so that their impact affects as few residents as possible.

ONGOING IMPLEMENTATION

The City of Coronado should encourage the use of quiet transportation systems. The City proper (not including Coronado Cays) is small enough that the entire length or width of the City can be traversed by bicycle in 15 to 20 minutes and in half to three-quarters of an hour by foot. Both of these methods are quiet, efficient means of transportation and can help reduce noise impact by vehicles. The mini-bus system is also an opportunity to diminish noise. Those people who cannot walk or bicycle into the downtown area should be able to use the mini-bus. With the projected San Diego Transit bus service between Imperial Beach and Coronado, people living in Coronado Cays would no longer find it necessary to enter Coronado by automobile, further reducing vehicle use. Also, this bus line could be effective in diminishing traffic into Naval Air Station, North Island and Naval Amphibious Base.

TO BE IMPLEMENTED AS DEEMED NECESSARY

The City of Coronado staff should revise those elements which have some impact on noise which can be avoided (see previous section).

In some areas, the City should recommend the construction of sound barriers (such as walls built along State Highway 75 at the Cays). Besides being built along streets and highways in some places, barriers should be constructed between commercial and residential areas. Other types of sound barriers that might be useful in some areas would be dirt mounds or berms or thick hedges.

Impact Interpretation for Residential and Other Land Uses[1]

Fig. 8

Clearly Unacceptable Residential Limits 75+ CNEL 80 db(A) – if exceeded for 60 minutes in 24 hours. 75 db(A) – if exceeded for 8 hours in 24 hours.	The noise exposure at the site is so severe that construction costs to make indoor environment acceptable for performance of activities prohibitive. In residential areas, the outdoor environment would be intolerable for residential use.
Discretionary – Normally Unacceptable Residential Limits 65-75 CNEL 65 db(A) – if exceeded for 8 hours in 24 hours.	The noise exposure is significantly severe so that unusual and costly building constructions are necessary to ensure adequate performance of activities. In residential areas, barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable.
Discretionary – Normally Acceptable Residential Limits 45-65 CNEL 65 db(A) – if exceeded for 30 minutes in 24 hours.	The noise exposure is great enough to be of some concern, but common building constructions will make the indoor environment acceptable, even for sleeping quarters. In residential areas, the outdoor environment will be reasonably pleasant for recreation and play.
Clearly Acceptable Residential Limits 45 CNEL or less 45 db(A) – if not exceeded for 30 minutes in 24 hours.	The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference from aircraft noise. In residential areas, both indoor and outdoor noise environments are pleasant.

[1] HUD Noise Assessment Guidelines – Circular No. 1390.2

Recommended Maximum Outdoor Noise Levels

Fig. 9

	dB(A), Ldn*
To Prevent Hearing Damage	80
For Conversation	63
For Sleeping	60
To Prevent Annoyance	60

* Day-Night Average Sound Level

CHAPTERS M & N

Both the "Open Space" and "Conservation" Elements are currently contained in one Element titled "Environmental Resource Management Element"(adopted 1973). The primary document containing this Element currently comprises these two chapters.

Two additional components of the adopted Element are a "Resource Report" and a "Technical Report". Both of these are separate documents and are not included in these chapters. They are available for review in the Community Development Department Library.

This "Environmental Resource Management Element" will be superceded by a separate "Open Space" element (Chapter M) and a "Conservation Element" (Chapter N) once they are written and adopted.

RESOLUTION NO. 5898

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO ADOPTING AN AMENDMENT TO THE CORONADO GENERAL PLAN (ERME AND LAND USE ELEMENTS) DELETING ERME "PARK" DESIGNATION FROM SUBJECT PROPERTY AND ADDING "SINGLE-FAMILY RESIDENTIAL UP TO 8 DWELLINGS PER ACRE" AND "SINGLE-FAMILY RESIDENTIAL UP TO 12 DWELLINGS PER ACRE" DESIGNATIONS WITHIN THE LAND USE ELEMENT AS SHOWN ON THE ATTACHED EXHIBITS. (FOURTH ST. BETWEEN POMONA AND GLORIETTA BLVD.)

WHEREAS, the City Council of the City of Coronado did, pursuant to Section 65351 of the State of California Government Code, hold a public hearing on the above matter; and

WHEREAS, said public hearing was duly noticed as required by law and all persons desiring to be heard were heard at said hearing; and

WHEREAS, it was found that an inconsistency exists between the General Plan and Zoning regarding the proper development of the subject property; and

WHEREAS, it was found by the City Council that the ERME "Park" designation is not a viable land use for the area and that the present zoning (R-1A and R-1B) is a proper land use and should be implementable by designation in the Land Use Element of the General Plan;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Coronado, that it adopt an amendment to the Coronado General Plan designating the subject property as single-family residential (per attached exhibits) and delete the present "Park" designation.

PASSED AND ADOPTED by the City Council of the City of Coronado, California this 20th day of November, 1979 by the following vote:

AYES: Adams, Bottomley, Hardy, Herron, Mayor Callahan

NAYS: None

ABSENT: None

DEC 4 8 1979

Patrick Callahan

PATRICK CALLAHAN, MAYOR OF THE CITY OF CORONADO, CALIFORNIA

Attest:


ERME
OPEN SPACE
PLAN
DELETE
POTENTIAL
FILL AREAS
B A Y
CORONADO
Gloriella Bay
0
2000

Second Priority

1. The City should establish a workable program for full improvement of existing city-owned land designated for mini-park uses to service the areas of critical need. The exact timing and individual park priorities should be the responsibility of the City's recreation commission.

2. Start work on a historical preservation method.

3. The pathway from strand way to the Cays Island should be established.

4. The vacant land near the bridge entrance to the City should be acquired for park land and the water agency site should be improved for public use. } DELETE

Third Priority

1. The mixed mode pathways on the diagonal streets (Palm and Olive) should be constructed to expand existing parks and improve access to central and outlying open spaces.

2. Methods should be undertaken to improve water-related recreation lands along the strand.

3. A long-range program should be established to acquire land for a neighborhood park in a central location for the southwest quadrant of the City, and the community park between Oakwood and the ferry property and block 173.

ERME

ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT

OF THE GENERAL PLAN
CITY OF CORONADO

ADOPTED BY CITY COUNCIL JUNE 28, 1973
RES. NO. 4282

ACKNOWLEDGMENTS

City Council

Rolland McNeely - Mayor
Joseph Callahan
Ben Cohen
Richard Parker
Peter Riddle

Planning Commission

James Galasso - Chairman
Herschel House
Elizabeth Christopher
Robert Keil
Luther Heinz

Assisting Citizen Associations

Historical Association
Residential Association
Chamber of Commerce

Coronado Staff

Warren Benson - City Manager
David Dolter - Assistant to City Manager/Planning
Tony Pena - Assistant Planner
Joyce Garvin - Planning Technician
Robert Odiorne - Building Official
Ted Wilson - Recreation Director

VTN Staff

Barry Eaton - Project Manager
Mace Overstreet - Project Coordinator
Van Stephens - Project Planner
Walter Lucien - Planner
Fred Proby - Environmental Analyst
Craig Richie - Graphics
Janet Skinner - Research

INTRODUCTION

The Coronado Peninsula has a unique natural and man-related environment that can either be preserved or carefully utilized or destroyed by ignorance and mismanagement. The City of Coronado has a primary role in assuming responsibility for proper management within its jurisdictional boundaries and representative governmental functions. There is a recognized need for local government to control its environment through adopted policies and plans as evidenced by state mandates for conservation and open space planning, through the vehicle of the Environmental Resources Management Element. The definition of Environmental Resource Management for Coronado encompasses the process of managing "amenity" resources such as community images as well as the more commonly understood meaning of "production" resources as in agriculture or mining.

INTRODUCTION

ERME CONCEPT

The open space plan and program presented in this document is the final phase of a three part effort to produce for Coronado a viable Environmental Resource Management Element (ERME) of the General Plan. The first two phases combined form primarily the conservation component. The first phase is the complete inventory and classification of Coronado's resources by the clear documentation of the processes and environmental situations in a manner easily retrievable for future decision making. A comprehensive *Resource Report* was generated which deals with the five major resource categories: Inanimate Environment, Biological Environment, Man-Related Physical Systems, Cultural Elements, and Resource Management.

The second phase of the Environmental Resource Management Concept is the specific analysis of issues and problems concerning the Coronado Environment. The *Technical Report* performs the function of addressing "technical" issues needing workable solutions as to alternative courses of action and, secondly, providing recommendations as to results the City should seek in these matters of concern. However, as a result of the adoption of ERME, the city council does not necessarily endorse the contents of the *Technical Report*.

The third phase, as summarized in this document, performs two primary functions inherent in the concept. First, open space planning and its implementing devices are utilized to assure proper use of land involved in the issues delineated in the first two ERME phases. Second, specific land areas in the City can be reserved as valuable open space in the overall growth goals of the community. Land areas devoted as open space uses can result from City policies regarding recreation planning, natural hazard designations, natural resource protection, and City image enhancement.

The interrelationships and sequence of the parts comprising the Environmental Resource Management Element are illustrated in Figure 1, Planning Process Program.

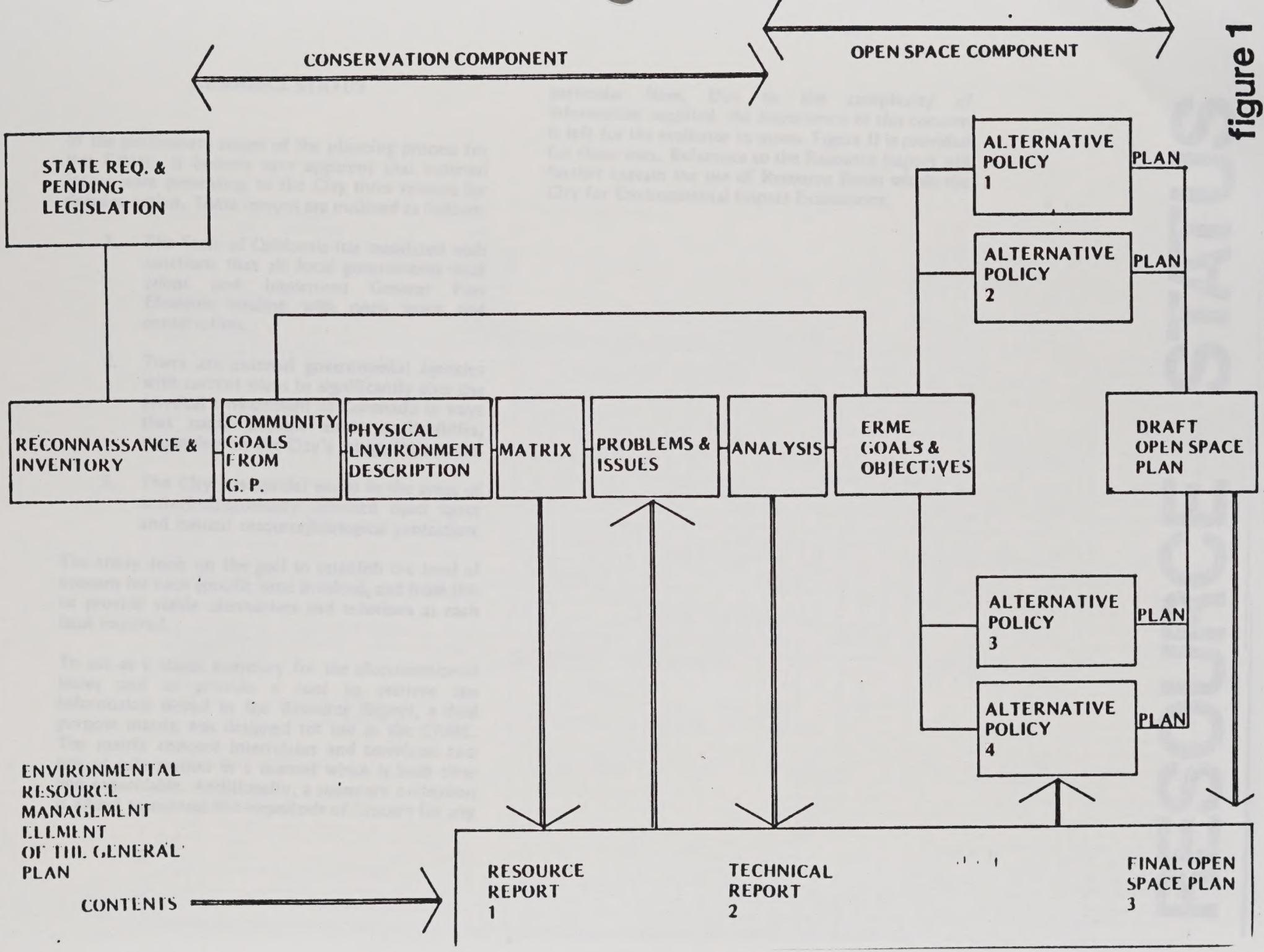

CONSERVATION COMPONENT
OPEN SPACE COMPONENT
STATE REQ. & PENDING LEGISLATION
RECONNAISSANCE & INVENTORY
COMMUNITY GOALS FROM G. P.
PHYSICAL ENVIRONMENT DESCRIPTION
MATRIX
PROBLEMS & ISSUES
ANALYSIS
ERME GOALS & OBJECTIVES
ALTERNATIVE POLICY 1
PLAN
ALTERNATIVE POLICY 2
PLAN
ALTERNATIVE POLICY 3
PLAN
ALTERNATIVE POLICY 4
PLAN
DRAFT OPEN SPACE PLAN
ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT OF THE GENERAL PLAN
CONTENTS
RESOURCE REPORT 1
TECHNICAL REPORT 2
FINAL OPEN SPACE PLAN 3

figure 1

RESOURCE STATUS

In the preliminary stages of the planning process for this ERME, it became very apparent that external forces were presenting to the City three reasons for decisive action. These reasons are outlined as follows:

1. The State of California has mandated with sanctions that all local governments shall adopt and implement General Plan Elements dealing with open space and conservation.

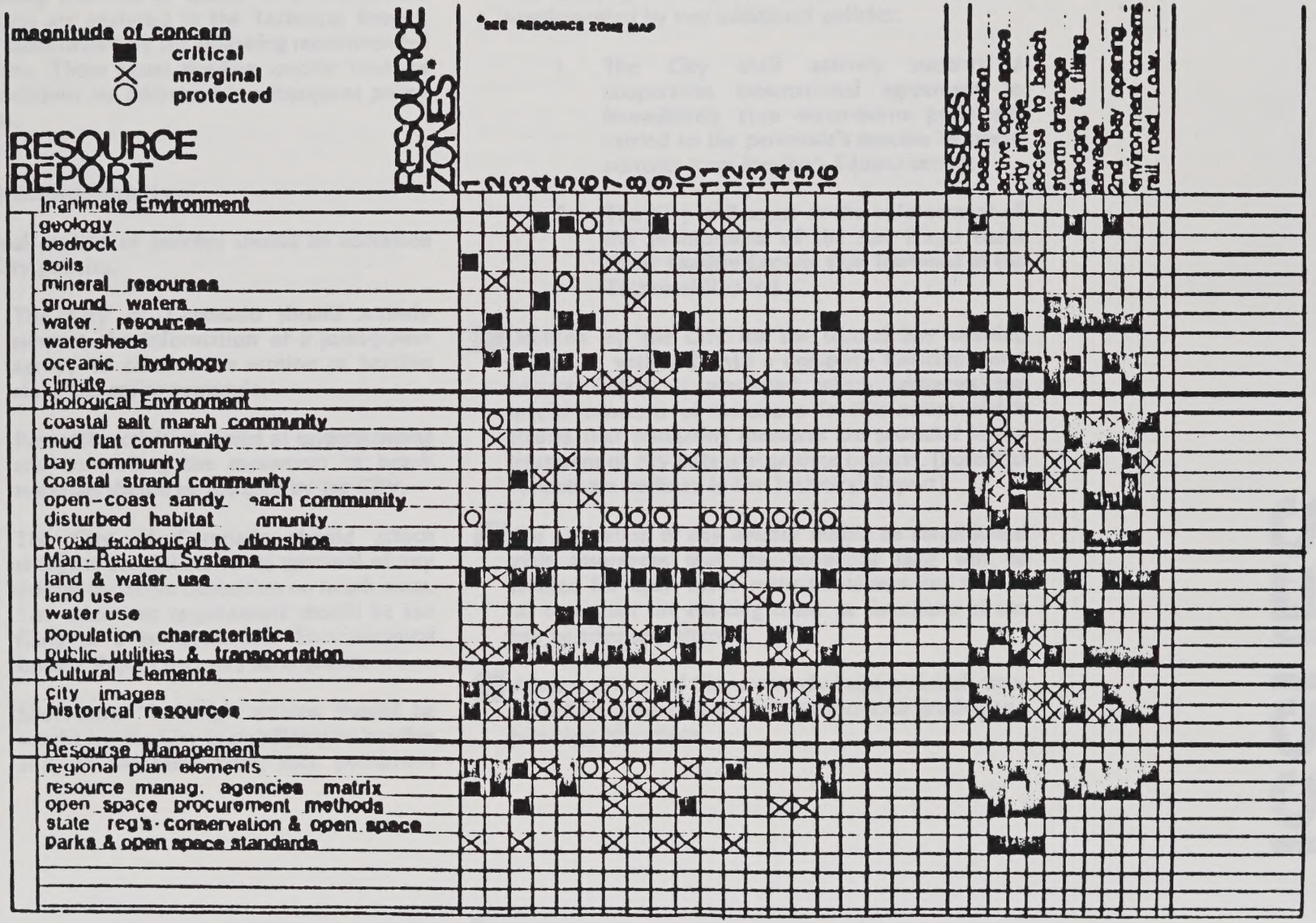
2. There are external governmental agencies with current plans to significantly alter the physical environment of Coronado in ways that could become assets or liabilities, depending on the City's mitigating actions.

3. The City has special needs in the areas of active/recreationally oriented open space and natural resource/biological protection.

The study took on the goal to establish the level of concern for each specific issue involved, and from this to provide viable alternatives and solutions as each issue required.

To act as a status summary for the aforementioned issues and to provide a tool to retrieve the information stored in the Resource Report, a dual purpose matrix was designed for use in the ERME. The matrix concept interrelates and correlates two sets of information in a manner which is both clear and expandable. Additionally, a summary evaluation is added to express the *magnitude* of concern for any particular item. Due to the complexity of information supplied, the *importance* of this concern is left for the evaluator to assess. Figure II is provided for these uses. Reference to the Resource Report will further explain the use of Resource Zones within the City for Environmental Impact Evaluations.

figure 2


magnitude of concern
critical
marginal
protected
RESOURCE REPORT
RESOURCE ZONES*
*SEE RESOURCE ZONE MAP
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
ISSUES
beach erosion
active open space
city image
access to beach
storm drainage
dredging & filling
sewage
2nd bay opening
environment concerns
rail road r.o.w.
Inanimate Environment
geology
bedrock
soils
mineral resources
ground waters
water resources
watersheds
oceanic hydrology
climate
Biological Environment
coastal salt marsh community
mud flat community
bay community
coastal strand community
open-coast sandy beach community
disturbed habitat community
broad ecological relationships
Man-Related Systems
land & water use
land use
water use
population characteristics
public utilities & transportation
Cultural Elements
city images
historical resources
Resource Management
regional plan elements
resource manag. agencies matrix
open space procurement methods
state reg's-conservation & open space
parks & open space standards

ISSUES

The issues delineated by the studies involved in this program were analyzed in two segments. First, those issues needing technical or special recommendations for solutions are analyzed in the Technical Report. These are summarized by the following recommended City policies. Those issues needing specific land use recommendations are addressed in subsequent policy statements.

Technical Recommendations

- The gradual *erosion of beaches* should be addressed by four City policies.

  1. The City of Coronado should actively support the information of a joint-power agency to control the erosion of beaches along the entire peninsula.

  2. Research activities aimed at understanding and controlling the movement of beach materials should be fostered by the City.

  3. The City of Coronado should attach stringent conditions to its approval of any dredge materials deposition on beach areas. The minimum requirement should be the filing of a comprehensive Environmental Impact Report on every such action.

  4. Short-term "holding" actions should be sought by the City in stabilizing its beaches and, at the same time, seek permanent solutions to preserve the beach resources for use in the future.

- Potential *sewerage pollution* sources in and around Coronado should be continued to be eliminated by the existing abatement programs and further supplemented by two additional policies:

  1. The City shall actively support a cooperative international agreement to immediately stop water-borne pollutants carried to the peninsula's beaches by ocean currents from Mexico's Tijuana sewage.

  2. The City will assist in the enforcement of the prohibitions of the San Diego Basin Water Quality Control Plan (outlined in the Technical Report).

- Decision by the City for the second bay opening should be withheld until a complete Environmental Impact Report is presented which addresses the special concerns of Coronado in this action which assures that mitigating measures are provided in the treatment of any potential adverse impacts. (Potential impacts are outlined in the Technical Report).

- The utilization of *bay landfill* should be conditioned with assurances that the produced land will be secured for open space recreational uses and that in no case shall the existing shape or functions of the bay be adversely altered.

- Adverse effects of City *storm drainage* on beach areas should be prevented by full maintenance grading and pumping operations.

Land Use Policies

The issues to be discussed in this portion of the ERME are open space considerations and can be outlined as follows: deficient amount of active/recreation open space, City image, access to the City beaches, and the railroad right of way. These specific problems will be examined in the following analysis, all of which will culminate in policies and plans for future use of open space.

Deficient Amount of Active/Recreation Open Space

The land inventory documented in the Resource Report pointed to specific deficiencies in this classification of resources. The overall quantity of open space available to the residents of Coronado seems to be sufficient only when all of the beach and special use recreation areas within the City are tabulated and compared to present open space standards. But open space standards are more realistically viewed when the need of each classification of open space is compared to the supply of each classification. The inner neighborhoods of Coronado proper (those not directly adjacent to coastline or bay resources) have a significant deficiency in that classification of open space best described as active/recreation open space. This deficiency is particularly significant considering the characteristics and potential growth of the population in these areas. The type of people who need this classification of open space, young people and middle income groups, are the most predominant in these inner neighborhoods in comparison to the rest of the City. (See *Resource Report*, Part 4 — Man-Related Physical Systems.) These neighborhoods should be serviced with either centralized park areas or at least a safe and easily accessible means to use existing facilities.

City Image

Coronado has a unique image and character not found anywhere else. It is important to recognize those image-giving elements of the City and to design methods to preserve them. The Resource Report documents the major visual resources having a primary role in the form and focus of the City. (See *Resource Report*, Part 5, City Image.) Two special concerns were made apparent by the inventory and visual survey. The first was the great importance of the perimeter views to the City and its image. The geographical orientation of Coronado has created a wealth of views quite rarely present in urban areas, and the nature of this resource makes it quite fragile.

The second concern important to the City Image is the presence of many historical sites under the control of private parties. Both the perimeter views and historical sites have enriched the City since its inception, and actions must be taken to insure continuance of these resource uses. The use of open space designations on land underlying the view corridors will insure the proper review of any proposal to impact this resource. Resource management can be utilized to protect historically rich sites in the city by initiating and supplementing any historical preservation actions.

Access to Beach Lands

This issue is of particular concern in that several of Coronado's beaches will be changing in ownership and/or use status in the foreseeable future. The

present availability of this scarce resource demands as much public access as possible to beach areas in order to realize their full potential. Additionally, the type of improvements used to augment this public access must be critically viewed as to their impacts on this natural resource.

Railroad Right of Way

The railroad right of way traversing the strand portion of the City of Coronado is proposed by a number of agencies to be a bicycle and pedestrian pathway. This is an ideal land use which has excellent potential to complete a linear pathway connecting the major recreation open spaces of the community. It seems imperative that the City take the lead in the development of this open space facility in order to insure its full potentiality.

OPEN SPACE STANDARDS AND CRITERIA

No overall open space standards are proposed for the following reasons:

1. There are a large variety of functions and services provided by open space in different areas of the City.

2. The definition of open space for Coronado includes a range of land types from small green spaces to large coastal beach areas.

For these reasons, it is necessary to provide standards and criteria for each function and then weigh the potential for fulfilling the need.

Recreation Standards

The National Recreation and Parks Association recommends 30 to 40 acres for a workable size community park to fill the needs of Coronado with an estimated ultimate population of approximately 30,000. The neighborhood park standard recommended is 3 to 10 acres per 1,000 to 4,000 people.

The American Public Health Association recommends 4.25 to 6.5 acres of park and playground per 1,000 to 3,000 people and a total of 120 acres-plus for a community the size of Coronado. The City currently has 75 acres of park land fully improved for public use (including City beach). Standards for design and more detailed park use factors are included in the Resource Report. To act as a guide for future decisions on recreation needs, the City should adopt a standard of four (4) acres of property for each one thousand (1,000) persons residing within the City to be devoted to public park and recreation purposes. This standard will be satisfied in part by arrangements between the City and the local school district for joint use of lands.

Scenic Land

Scenic land may include areas developed for some limited urban use but with vista corridors kept open to the public view to retain the unique Coronado character. The City may want to make "trade-offs" for these areas by allowing more intense use of land not involving scenic qualitites. The procedure of environmental impact review with reference to the Resource Report will delineate which view lines are being impacted.

Historical Sites

A historical site should be considered an open space resource if a major portion of the site is vacant or devoted to landscaping, and the site is notable for any of the following reasons:

1. The improvements to the land are the work of a master builder or designer who had influence in his age.

2. Areas with prominent trees or other natural features.

3. Areas which supported important events in history.

4. Sites of general historical importance which should be preserved for general community interest.

Environmental Protection

Lands subject to natural or man-made hazards which could become detrimental to the health or property of the general public should be left in a natural state and devoted to open space uses.

Those public lands presently in an open use and subject to an unresolved major impact in the future should be kept in a holding capacity as open space until determinations can be made on the proper environmental protections.

The land or water areas judged as supporting or protecting unique natural resources such as plant and animal life should be designated permanent open space to allow the special environmental balance to continue. Any improvements or man-made facilities proposed in the area should be strongly scrutinized for potential impacts.

Military Reservation

Those natural beach resources in and around the City which are used by the military for limited operations can be classified as open space in that the limited use does not in any significant way impact the qualities of the land associated with open space. Natural ecological processes can continue largely undisturbed to enhance the City's image and living environment, while the land is still available for necessary military operational use. Open space designations for the land can represent the policies of the City on limiting further permanent improvements.

ENVIRONMENTAL RESOURCE MANAGEMENT GOALS AND OBJECTIVES

1. To preserve those resources of the Coronado Peninsula contributing to the unique environment central to the residential life style of Coronado.

2. To encourage natural and man-related processes, which also enhance the City, character, including:

   a. Coronado's complete and unobstructed orientation to the ocean and the civic image arising from this association.

   b. The network of open spaces which allow use of Coronado's amenity resources by providing parks and a system of pathways within the community.

   c. Land use patterns and the quality of related property improvements which established the existing high land use standards within the City.

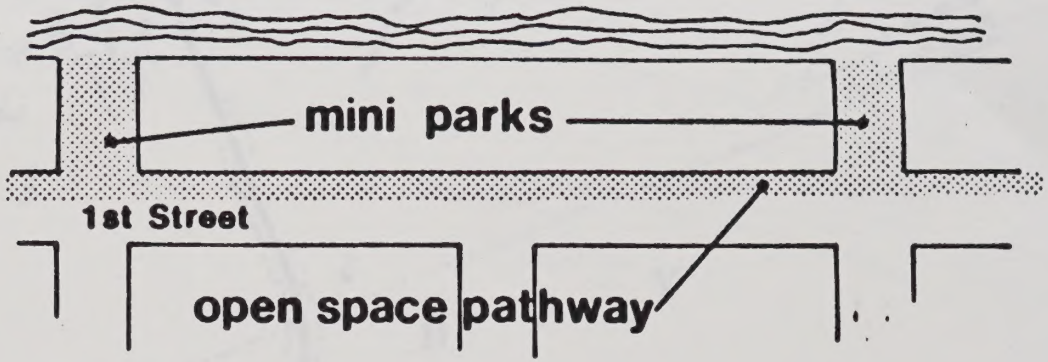
   d. Natural processes necessary to maintain an area as a habitat for the existing plant and animal life.

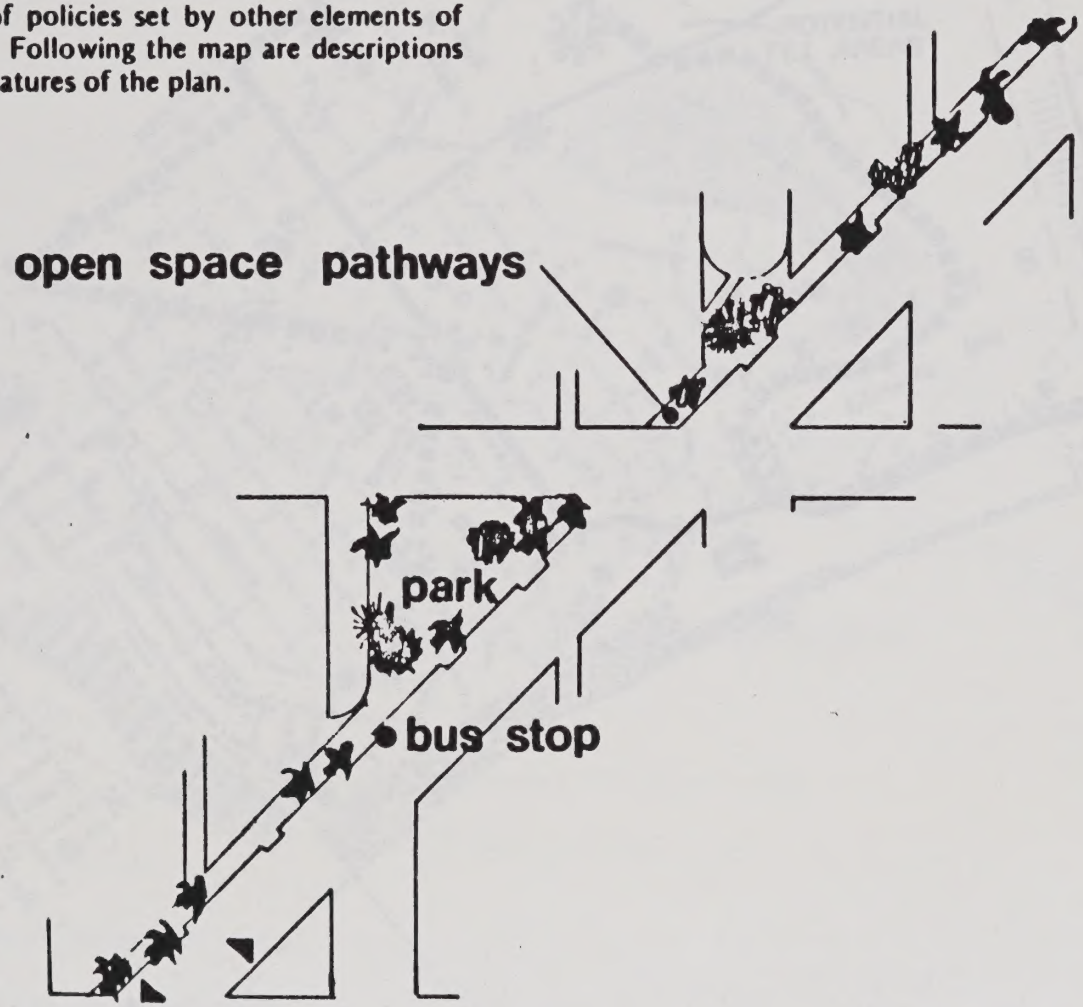
3. To adopt policies and a priority schedule in directing local resources toward the elimination of community environmental problems.

ENVIRONMENTAL RESOURCE MANAGEMENT GOALS

ERME
OPEN SPACE PLAN

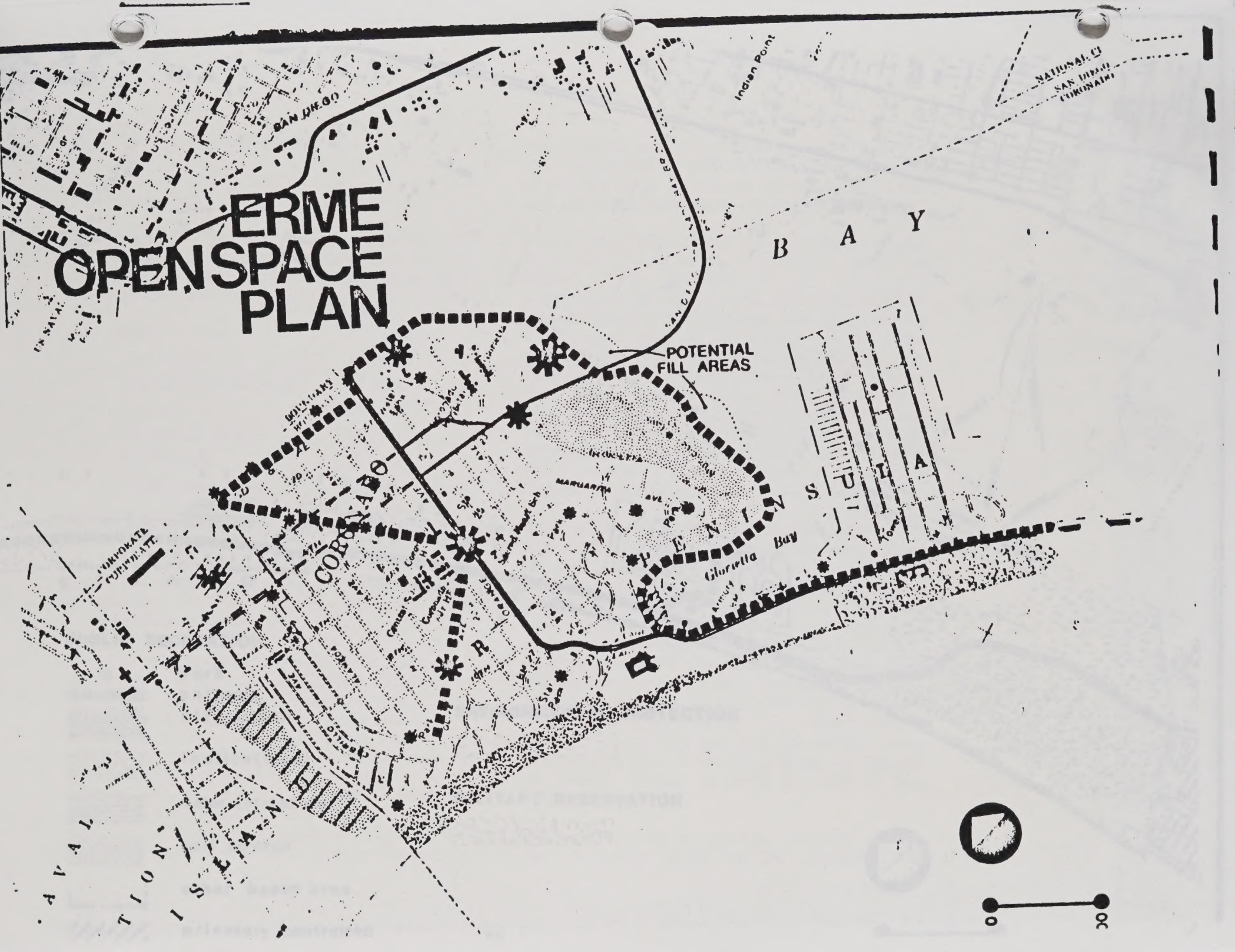
The concept for the open space plan is based on a useable system of different size parks and areas of special environmental control, all connected by a linear pathway for ease of access. Major spaces of the community are preserved in a natural state to serve both the recreation and conservation needs of the community. Care is taken to realistically work within the boundaries of policies set by other elements of the general plan. Following the map are descriptions of the separate features of the plan.

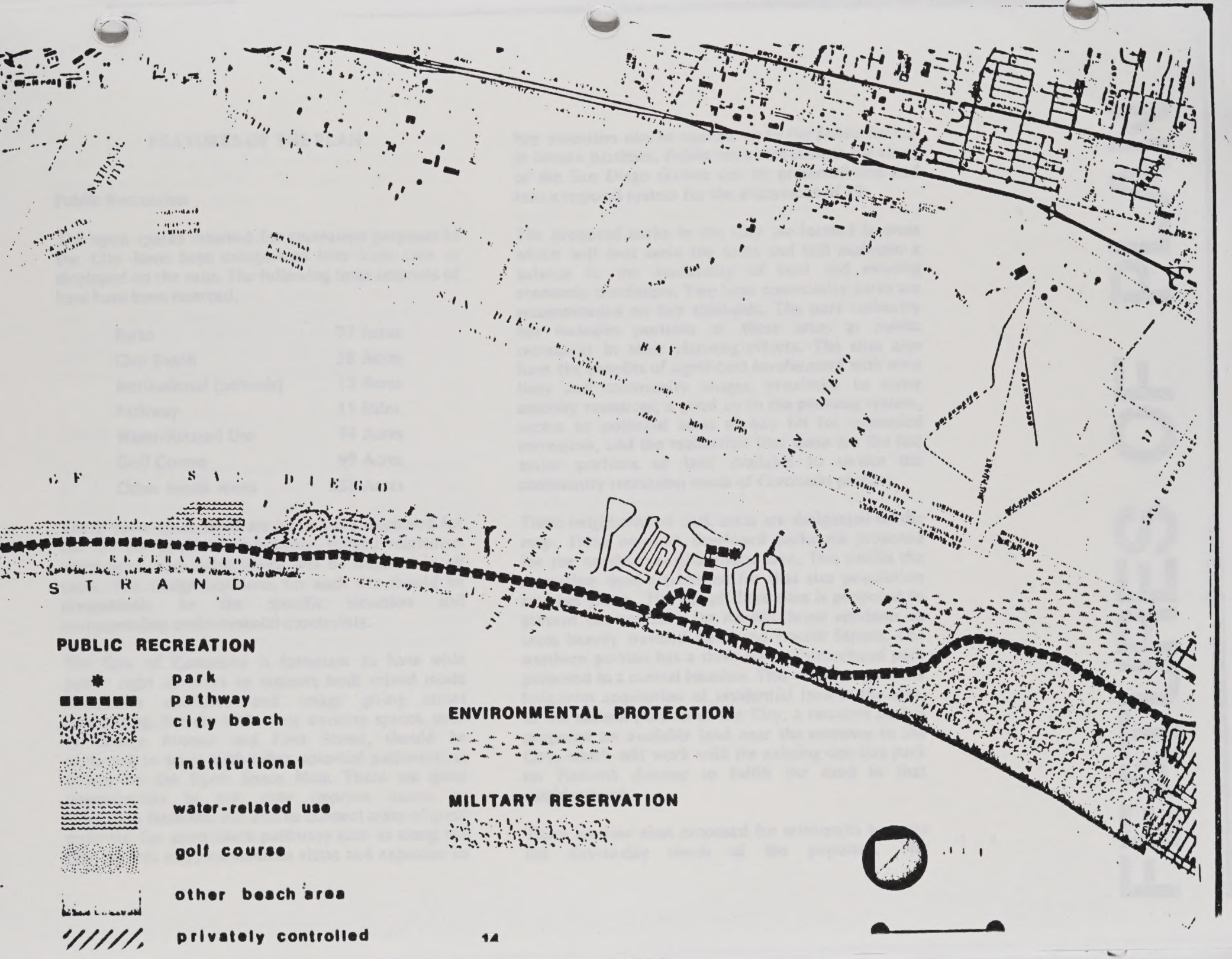




ERME OPEN SPACE PLAN

ERME OPEN SPACE PLAN




NATIONAL CITY
SAN DIEGO BAY
SAN DIEGO BAY
RESERVATION
STRAND
PUBLIC RECREATION
park
pathway
city beach
institutional
water-related use
golf course
other beach area
privately controlled
ENVIRONMENTAL PROTECTION
MILITARY RESERVATION

FEATURES OF THE PLAN

Public Recreation

The open spaces reserved for recreation purposes in the City have been categorized into basic uses as displayed on the map. The following total amounts of land have been reserved.

Parks	77 Acres
City Beach	58 Acres
Institutional (Schools)	12 Acres
Pathway	11 Miles
Water-Related Use	74 Acres
Golf Course	99 Acres
Other Beach Areas	358 Acres

These open space lands are to be fully improved for use of the public. Landscaping, related recreation equipment, and maintenance will be required in all cases. The design standards for each site should be sympathetic to the specific situation and corresponding environmental constraints.

The City of Coronado is fortunate to have wide public right of ways to support both mixed mode circulation corridors and image giving street landscaping. Streets with these existing spaces, such as Orange Avenue and First Street, should be preserved to tie in with other potential pathways, as shown on the Open Space Map. There are good opportunities to not only improve access to recreation facilities, but also to connect areas of great potential for open space pathways such as along the bay. In this way, tremendous vistas and exposure to bay amenities can be opened up to the public for use in leisure pastimes. Public resources such as the views of the San Diego skyline can be preserved and tied into a regional system for the enjoyment of all.

The proposed parks in the City are located in areas which will best serve the users and still maintain a balance in the availability of land and existing economic conditions. Two large community parks are recommended on bay tidelands. The port authority has included portions of these areas as public recreation in their planning efforts. The sites also have the benefits of significant involvement with view lines and community images, proximity to water amenity resources, a good tie to the pathway system, access to potential areas of bay fill for expanded recreation, and the realization that these are the last major portions of land available to service the community recreation needs of Coronado proper.

Three neighborhood park areas are designated on the map. Three one-acre developed parks are proposed for the northern neighborhood area. This fulfills the recreation need established for that size population and age group. The use of three sites is proposed to prevent the necessity for neighborhood residents to cross heavily traveled Third and Fourth Streets. The southern portion has a three-acre neighborhood park proposed in a central location. This would require the long-term acquisition of residential land in the area. In the eastern portion of the City, a two-acre park is proposed on available land near the entrance to the City, which will work with the existing one-acre park on Pomona Avenue to fulfill the need in that neighborhood.

There are four sites proposed for mini-parks to serve the day-to-day needs of the populace. The

recommendation is to add improvements to these vacant pieces to make them usable to children and others seeking recreation or for passive uses such as vista points and tree protection.

On the strand, there are two specific areas designated for outdoor water-related/recreation oriented boating facilities. These proposals are directly aimed at fulfilling needs for boating facilities as delineated in the Resource Report. Any commercial/recreation development for Glorietta Bay should include the provision of linear open space for public access between such development and the bay.

Private Recreation

This category of open space is worthy of recognition in the plan since the benefits of most of the recreational facilities are available to 56% of the Coronado residents. (See *Resource Report*, Part 4, Population Data.) The golf course, parks, and yacht club military facilities are a significant supplement to the recreational resources of the community. The private yacht club on Glorieta Bay also serves many of the residents in Coronado. All of these facilities should be protected and further encouraged to serve the City and its guests.

Environmental Protection

The major portion of the lands designated for environmental protection are located in the South Bay. Primary resource areas are involved, including salt marshes, protective mud flats, and salt ponds. As explained in the Resource Report, each of these land types plays a role in the ecological balance of the Bay and provides a habitat for many types of flora and fauna — some of which have been named as endangered species. Many public agencies have designated these areas as marine preserves, including the State and port authority. The man-related uses imposed on these lands should be restricted to prevent any adverse impacts to the natural environment. As a holding policy, the land area north of the Bayside State Beach is being maintained in a natural state until potential impacts such as the second Bay opening can be fully assessed.

Military Reservation

The two land areas designated as military reservations are recognized as open space areas with limited military use. Although it is necessary for the land to be also used for military operations, these open space lands also serve many of the functions of other open space in the City, such as keeping vista lines open or security for vegetation and wildlife.

ACTION PROGRAM

In order to give the previously described policies and plans any substance, it is necessary for the City to adopt specific programs to implement its resource management goals. The complex nature of the proposals require both short-term solutions and long-range programs to attain the optimum level of benefit from the use of resource lands. Following is a description of programs which would be the most successful in gaining realistic goals.

OPEN SPACE PRESERVATION

Open-Space Zoning

The State has mandated that local governmental agencies prepare and adopt an open-space zoning ordinance consistent with the local open space plan. For this reason and the fact that zoning has direct impact, this implementing tool is the most popular form of controlling land use in open space areas. The City of Coronado should integrate an open space (OS) zone into its city-wide zoning ordinance. The purpose of this zoning designation is to provide for permanent open space in the City of Coronado by limiting development in areas where location, configuration or natural features are such that the residential or other structural use of the land might endanger the health, safety, or welfare of residents due to possible flood, fire, subsidence, erosion, or loss of public amenitites.

Park Dedication Ordinance

The acquisition and maintenance of open space land dedicated to park uses represents a considerable public expense. The new subdivision and other developments within the City increases the load on recreation facilities in proportion to the population housed in the new developments. For this reason, the State amended the subdivision map act to enable cities and counties to require further the dedication of land, the payment of fees, or a combination of both, for park or recreational purposes as a condition of approval of a subdivision map.

The City should either enact such a provision in the subdivision ordinance or enact a separate building permit fee ordinance, as several other San Diego County cities have done. This would not only provide for possible acquisition and/or development of additional recreation land, but would also defray some of the costs of maintaining public recreation areas or payment of fees in lieu thereof. The formula for dedication of land should be in line with the standard for recreation open space, as previously stated.

Easements

Some of the lands designated for public recreation use on the open space plan are not presently controlled by the City through either fee title or lease agreement. The recreation potential of this land does suggest, however, that the City should gain access for public use. Access to these lands, presently controlled by private concerns or public agencies, will then have to be through agreements labeled "positive

easements". (See Resource Report, Part 6, Open Space and Resource Preservation Methods.) This legal tool will allow the City to purchase the right to use certain areas of the land for public use. This technique has the advantages of not permanently displacing the future use of the land while providing a means by which land can be jointly used to mutual satisfaction. Areas where this technique could be used are lands needed for open space pathways approaching navy recreation facilities, vacant lands controlled by the local water agency, and areas described as port authority tidelands.

Surplus Land

The ocean beach area on the southern border of Coronado, currently under the auspices of the naval radio station, may be considered by the Federal General Services Administration as surplus land. The City of Coronado's policy for this area is to notify all parties concerned at the time this area is contemplated for surplus, that it will seek the right of first refusal to acquire this property for open space and/or recreation purposes. If the City itself is unsuccessful in acquiring this property, its policy is that it be committed to open space and/or recreation use regardless of who owns and/or controls it.

Funding Aid

There has been a noticeably increasing interest in providing public recreation facilities throughout the entire nation over the past few years. Various Federal, State, and other grants-and-aid loan programs have been available to local jurisdictions. These Federal and State assistance programs have involved numerous agencies and/or sub-agencies. An example of one such program would be where Federal or State land was transferred to local jurisdictions- "transfers-in-kind" with or without fee. Most of the Federal programs are now being phased-out by the current administration. Greater attention is being given in most communities to utilizing forthcoming "revenue sharing" funds for development of recreation facilities. The various Federal and State agencies authorized to provide local aid are:

- U.S. Corps of Engineers
- U.S. Forest Service
- U.S. Bureau of Reclamation
- U.S. General Service Administration (GSA)
- U.S. Bureau of Land Management (BLM)
- California Department of Parks and Recreation . . . Grants and Statewide Studies Branch (For information and technical assistance)
- California Department of Public Works, Division of Highways
- California Resources Agency, Department of Fish and Game
- California Resources Agency, Department of Parks and Recreation
- U.S. Administration on Aging . . . Title III; Public Law 89-73
- U.S. Federal Aviation Administration, Federal Airport Act 1946, Public Law 79-377
- U.S. Office of Civilian Markmanship . . . Army Rifle Club Support, Public Law 84-1028, 1956
- U.S. Department of Interior, Bureau of Outdoor Recreation
- U.S. Bureau of Outdoor Recreation . . . Land and Water Conservation Fund, Public Law 88-578 of 1965

Housing and Urban Development Act of 1965 . . . Neighborhood Facilities Grant
Housing and Urban Development Act of 1965 . . . Open Space Land Grants
U.S. Department of Agriculture . . . Soil Conservation Service, Watershed Protection and Flood Prevention Program
Housing and Urban Development Act of 1965 . . . Urban Beautification and Improvement Program

Applications for aid are obtained by contacting the appropriate agency.

At present, the prospects of local agencies receiving Federal funds are rather dim, at least for Fiscal Year 1973-1974. However, certain officials seem to think that many of the programs will be reinstituted following the coming fiscal year.

The State of California will be bringing before the voters a General Obligation bond issue in 1974 for acquisition and development of park lands throughout the State. This act, if approved, will be very similar to the Proposition I bond strongly supported by the people of the State a few years ago. In view of the above, utilization of Federal revenue-sharing programs would seem in order as would passage of a local selective general obligation bond issue to assist in achieving an attractive open space acquisition and development program for the City of Coronado.

The U.S. Bureau of Outdoor Recreation's Land and Water Conservation Fund Program has a particular interest in the type of recreation uses proposed in Coronado. The Bureau's priorities for the San Diego District specifically call for projects which will:

1. Provide public access to and recreation use of ocean frontage.
2. Provide public access, protection, and preservation to tidal marshes, lagoons, bays, or estuaries.
3. Provide public access to and recreation use of man-made lakes or water projects.
4. Provide a wide variety of recreation uses for a broad range of age groups.
5. Provide recreation trail systems . . . for public riding, hiking, or bicycling on rights of way not open to motor vehicles.

The features of the proposed plan most directly affected by this program would seem to be the open space pathway, the community parks, and the water-related land uses along the strand. All of these possess qualities very similar to those for which the funding program is designed. Immediate action should be taken on the application for these funds since this funding program is limited, and the deadline for filing an application this year is July 1, 1973.

RESOURCE MANAGEMENT

Environmental Impact Review

A major procedure involved in comprehensive resource management will be the continuous assessment of the environmental impact of proposed

development within the City. This procedure, though relatively new, is being accepted as the most effective way to assure proper recognition and inclusion of environmental concerns in the growth considerations of the City. The State has enacted guidelines to assist local jurisdictions in the formation of evaluation procedures. The City of Coronado should meet these guidelines in every possible way; and, in addition, incorporate two other processes to assure full environmental resource management.

1. The information and policies inventoried, classified, documented, and planned in this ERME should be processed through the resource matrix and included in every evaluation involved in environmental impact review.

2. The general public should be involved in the impact evaluation through a set procedure.

By the continual updating of evaluation techniques, the City can develop a reliable procedure for assessment of proposals, leading to attainment of community growth and renewal goals. As technology becomes more sophisticated or additional information becomes available, it should be immediately incorporated into the resource inventory to be applied to later decisions. This includes any addition of elements to the general plan regarding resource management, such as seismic safety, recreation, transit, public services, community design, and public safety.

Historical Preservation

As documented in the resource report, there are many historical sites and structures in Coronado which are of critical concern. The rich heritage of the City is reflected in many buildings which should be preserved. In fact, many of these structures are monuments to particular eras and the prominence of their designers.

The historical sites within the City have been recorded clearly in the Resource Report for full consideration in Environmental Impact Review and those sites complying with the definition of open space have been designated on the open space plan. But there are many historical resources which cannot be realistically protected by this technique. The City and its citizens must enact a special program to accomplish two tasks.

1. Establish a workable system of incentives which will encourage private owners of historical sites to preserve and enhance existing historic values.

2. Enact ordinances protecting historic values of existing structures and establishing design standards for renovation proposals or new construction affecting historic structures or sites. Establishment of assessment districts and creation of historic districts by passage of zoning ordinances are two popular methods for achieving these objectives.

PRIORITIES FOR AN "ACTION PROGRAM"

The original reasons for action in this program have provided a framework of priorities in implementation of the plan's features. A coordinated "Action Program" of at least a five year duration should be established by the City. The priority list should be incorporated into the City's Capital Improvement Program for consideration with existing programs and in terms of available revenues.

First Priority

1. Adopt the proposed open space zoning ordinance and a park fee ordinance.

2. Negotiations should be initiated to acquire the strand portion of the railroad right of way.

3. Immediate attention should be given to three features of the open space plan due to the external influence of port district actions. The first is the 30-acre community park located on port district tidelands near the bridge. A portion of this land is currently available for public recreation purposes and the City should immediately enter into negotiations with the port district for use of the land by the community. The existing community recreation facilities are dispersed throughout the City, and their future in these locations is not known. Plans should be made to position these facilities in a permanent location such as the proposed community park. Additionally, funding aid should be sought through the appropriate programs for construction and maintenance of these areas. A delay in positive action to gain the use of this land may cause its loss to other uses not in conformance with the City's wishes.

Second, action should be taken to assure short term solutions to the beach erosion problem. Beach stabilization measures such as construction of seawalls and mechanical movement of sand and dredge material to endangered areas are necessary to protect the beaches until permanent solutions can be implemented. Large quantities of bay fill should not be diverted from the more critical beach areas unless other sources have been secured for the beaches.

Third, the availability of dredged material for the Bay is a real possibility for expansion of open space lands for either a perimeter pathway or full sized park space. The City should make arrangements to have the material deposited in locations of highest potential for the City, before decisions are made on dedicating the material for other uses. Funding aid should again be sought for the improvement of this land once the possibility for such use is established.

Second Priority

1. The City should establish a workable program for full improvement of existing city-owned land designated for mini-park uses to service the areas of critical need. The exact timing and individual park priorities should be the responsibility of the City's recreation commission.

2. Start work on a historical preservation method.

3. The pathway from strand way to the Cays Island should be established.

4. The vacant land near the bridge entrance to the City should be acquired for park land and the water agency site should be improved for public use.

Third Priority

1. The mixed mode pathways on the diagonal streets (Palm and Olive) should be constructed to expand existing parks and improve access to central and outlying open spaces.

2. Methods should be undertaken to improve water-related recreation lands along the strand.

3. A long-range program should be established to acquire land for a neighborhood park in a central location for the southwest quadrant of the City, and the community park between Oakwood and the ferry property and block 173.

CHAPTER "O"

CITY OF CORONADO GENERAL PLAN

SCENIC HIGHWAY ELEMENT

ADOPTED
November 15, 1994

REVISED
October 5, 1999

Foreword

The Scenic Highway Element is a permissive element of the General Plan for the City of Coronado. This element exists in addition to the seven mandatory elements. As a permissive element it has the same "force and authority as a mandatory element" and provides a legal basis for regulation within a designated area.[1] The incorporation of this element into the General Plan benefits both city residents and visitors by providing policies that create a legal basis for the protection of the visual resources of the City.

A view has been defined as "visual exposure to desirable environmental situations."[2] This Scenic Highway Element controls urban development and incompatible uses that might otherwise compromise the quality of a scenic corridor provided by the natural environment.

Through this element the City of Coronado has under-taken to:

1. Preserve the quality of the scenic resources on the Silver Strand;

2. Improve accessibility to the views; and

3. Remove or soften any detraction that demeans the quality of the scenic corridor.

Sources referenced are listed in the Scenic Highway Element's Bibliography on page II-05.

City of Coronado

Scenic Highway Element

Table of Contents

Introduction

In 1974 the Silver Strand and Coronado Bay Bridge was designated a Scenic Highway by the State of California. The purpose of this Scenic Highway Element is to preserve, protect and enhance the numerous views from the San Diego – Coronado Bay Bridge and the Silver Strand Corridor.. Views include salt ponds, salt marshes, fresh vernal pools, beaches, San Diego Bay, the Pacific Ocean, Point Loma, Glorietta Bay and the Hotel del Coronado. In addition, wilderness areas and natural landscaping are major components of the Silver Strand's valuable scenic resources.

A Scenic Corridor is defined by the State of California Department of Transportation as "a band of visible land along and generally adjacent to but outside of the highway right-of-way having scenic, historical or aesthetic characteristic." It is often described as "the-view-from-the-road." A scenic highway is made up of the scenic corridor, the road itself and the right-of-way. Two sections of State Highway 75 comprise the scenic highway. They include the Silver Strand, from the Imperial Beach city limits to Pomona Avenue, and the San Diego – Coronado Bay Bridge. Several different agencies have performed analysis of the City's visual environment. They have collectively determined that these two sections of Highway 75 are scenic locations.[3]
In 1994, the City of Coronado developed The Silver Strand Landscape Enhancement Plan, a conceptual document that defines the topographical, or character, zones of the Strand and suggests guidelines for landscape development and restoration.[4]

The State of California and the U.S. Navy own the majority of lands on either side of the Silver Strand portion of Scenic highway 75. Undeveloped beach and bayside State and Navy property is used for amphibious force training. Beach and bayside property owned by the State and Navy is also utilized as public parks. Private land ownership is represented by the Coronado Cays development that was built subject to environmental and architectural review by the City of Coronado.

The Silver Strand's topography and physical environment have been altered by landfill and dredging. In addition, urban expansion has encroached upon the natural environment; this is an inevitable consequence of a city's growth. Environmental planning and land use regulation is used to minimize the impact of this encroachment and to preserve and enhance Coronado's open space and natural resources. The purpose of this element is to protect valued resources, both natural and scenic.

Scenic Highway Goals and Strategies

Outcome: Preserve and Enhance the Silver Strand Scenic Highway Corridor

1. ENVIRONMENT:

Preserve, enhance, restore and maintain the unique visual, biological, and ecological resources of the Scenic Corridor, in order to increase public use and appreciation.

- Every consideration should be made to enhance the natural environment by using native plants. If a design intent or use arises that native vegetation cannot fulfill, then a more regional plant should be considered. Invasive plants, such as ice plant (Carpobrotus), should not be planted anywhere along the highway. Plans should be developed to eliminate or control expansion of the existing ice plant.
- Discourage the removal of existing native plants.
- Minimize ornamental, contrived and/or highly manicured landscaping along the Scenic Highway Corridor.
- Maintain an active litter and weed abatement program.

2. SIGNS, FENCES, WALLS AND UTILITIES:

Prevent and eliminate conditions that detract from or compromise the quality of the aesthetic resources of the Scenic Highway Corridor.

- Minimize visual clutter by placing all utilities underground, using low profile or surface markers, and using natural colors and materials.
- Minimize the number of signs, posts, and markers used for safety and identification by organizations, such as CalTrans, the United States Navy, utility companies, public transportation, and other Federal, State and local agencies.
- Minimize the number of fences. Where required, the visual impact of fences should be decreased through landscaping, fence line placement, material, height, color and style.
- Disguise existing or future sound walls and traffic safety barriers as much as possible by use of construction methods, materials, colors, height and landscaping. Nature should be allowed to help soften the man-made look. Bushes, trees, hedges, and vines are examples of visual mitigation.
- Maintain ordinances to protect the visible surroundings of the Scenic Highway Corridor.

3. STRUCTURES:

Minimize the visual intrusion of new construction and the remodeling of existing structures.

- Keep the number of structures to a minimum.
- Minimize the height and mass of all structures.
- Reduce the apparent mass of the structures by clustering and providing open spaces between each structure and also between the cluster of structures. Common land and pathways are encouraged.
- The architecture of each structure should blend with its environment by using natural colors, materials, shapes and compatible landscaping.

4. FACILITIES:
Develop and maintain park, recreational and educational facilities that contribute to the accessibility and enjoyment of the Scenic Highway Corridor by residents and visitors. Ensure that park facilities reflect high standards of maintenance, repair and upkeep.

5. COMMUNITY INVOLVEMENT:
Encourage community groups to create programs and projects that increase interest and use of the Scenic Highway Corridor. These programs and projects should promote a pedestrian progression through contiguous sites and areas where people can pause, meditate, enjoy views, and discover the special features of this environment.

6. HISTORIC RESOURCES:
Preserve and publicize the history of the Silver Strand Scenic Highway.

- Preserve views of the Hotel del Coronado and the Chart House for their Victorian era architecture. Together, they create an aesthetic visual gateway to Coronado's business district and to the Silver Strand.
- Develop viewpoints with historic markers that describe structures or events from the Silver Strand's past; World War II gun revetments, the Coronado Beach railway, and Tent City are examples.

Criteria for Scenic Highway Designation

Program History

In 1963, the State Legislature established the California Scenic Highway Program through Senate Bill 1467. The bill declared: "The development of scenic highways will not only add to the pleasure of the residents of this State, but will also play an important role in encouraging the growth of the recreation and tourist industries upon which the economy of many areas of this State depend."

Subsequent legislation established the State's responsibility for the protection and enhancement of California's natural scenic beauty. The State's intent was "to assign the responsibility for the development of scenic highways to local jurisdictions."

Criteria for Scenic Highway Designation

The goal of the California Scenic Highway program is to preserve and enhance the natural beauty of California. Criteria evaluated for Scenic Highway designation include:

- Expanses of natural landscape.
- A minimum number of visual intrusions. Where intrusions have occurred, their impact on the area's natural beauty has been minimized.
- The Highway is principally within an unspoiled native habitat and showcases the unique aspects of the landscape. However, the scenic corridor can also showcase agriculture or man-made water features.
- Strong local support for the Scenic Highway is demonstrated.

Minimum Standards

The "Guidelines for the Official Designation of Scenic Highways" (March 1996)[5], written by the State of California Department of Transportation, requires that prior to the designation of a scenic corridor, an enhancement program for the corridor shall be outlined. This program is to include the following:

- Regulation of land use and intensity (density) of development.
- Detailed land and site planning.
- Prohibition of off-site outdoor advertising and control of on-site outdoor advertising.
- Careful attention to and control of earthmoving and landscaping.
- Regulation of the design and appearance of structures and equipment.

Interaction With Other General Plan Elements and The Municipal Code

The Scenic Highway Element Policies and Programs interact with the Open Space, Conservation, Recreation and Local Coastal Elements, as well as with chapters in the Coronado Municipal Code. This interaction reinforces the intentions of the Scenic Highway Element by allowing for the protection of natural and man-made resources that make the Scenic Highway Corridor unique and aesthetically pleasing.

The Open Space, Conservation and Recreation Elements are linked to the Scenic Highway Element because they encourage the preservation of open spaces for residents and visitors of the City. Careful planning can provide for passive uses of public open spaces such as enjoyment of the Scenic Highway View Corridor and observation of the natural environment.

The Local Coastal Element exists as a result of a public desire to preserve and enhance the resources of coastal areas in Coronado. This element is especially pertinent since the jurisdiction of the City lies entirely within the coastal zone. The Local Coastal Program contains policies to prevent development from encroaching upon long term interest of coastal areas. Public interest issues include such things as the preservation of visual amenities. Local Coastal Program Policy 107 is an evaluation of these amenities and it provides a program for their preservation.

The Tidelands Overlay Zone (T.O.Z.) protects an area of the City between Scenic Highway 75 and Glorietta Bay. This area lies within the view corridor of the Scenic Highway. The overlay zone "...permits and encourages development in a balanced manner that preserves unique open space and recreational potential while permitting new economically viable coastal dependent commercial/recreational use." It requires that landscaping of commercial/recreational areas blend with park and open space areas. It also requires that any new development preserve view corridors at "city street ends." Requirements of this type help limit the visual detractions that development can create along scenic highways.

Restrictions of the Open Space Zone help manage unique natural resources that are part of the Scenic Corridor. The land development regulation of this zone tries to ensure the safety, health and welfare of residents by controlling and limiting conditions that might contribute to the exposure of development to natural adversity such as flood, fire and erosion. This zone also provides for public recreational areas, wildlife preserves and habitat stability.

Scenic Highway 75 along the Silver Strand lies within the Wildlife Preserve Zone (W.P.Z.). The purpose of this zone is to "protect and preserve valuable and unique environmental resources." Permitted primary uses include such things as wildlife preserves, botanical gardens and conservation areas. This zoning designation reinforces a desire to preserve the natural habitats and wildlife within the Corridor.

Chapter 86.76 of the Municipal Code, Protection of Natural Ocean and Bay Process prevents any development or activity that might affect the bay or ocean erosion process. This is significant to the Scenic Corridor because the shoreline is considered a visual asset and any alterations might reduce its inherent beauty and or affect the natural environment. The "Waterfront Development" chapter of the Code also provides reinforcement for this issue by prohibiting new development on "existing sandy beaches."

The purpose of the present Sign Ordinance is to "reduce visual clutter, preserve the character and quality of the environment, achieve an aesthetically pleasing visual appearance for the community, and provide an adequate opportunity to erect signs." The visual environment of the city has improved through regulation that prevents the misuse of signs. This ordinance provides pertinent regulation for the Scenic Highway in two major ways. It ensures that improper signage creating traffic hazards or otherwise affecting the public well being will be eliminated. It also eliminates and prohibits "off-premise signage" that might cause a deterioration of the environment.

The primary Municipal Code Chapter enforcing and implementing this Element is the "Scenic Highway Overlay Zone." This zoning designation requires that views, natural features, and certain man-made features within the Scenic Corridor are preserved. This is achieved through the elimination and removal of "unsightly conditions." Such conditions create distraction and could affect highway user safety and/or they conflict with the intentions of the zone. "Unsightly conditions" are eliminated with the prohibition of "outdoor advertising signs, structures or displays, temporary, animated revolving, rotating or freestanding signs, junkyards, dumps, or auto dismantling yards." However, markers and kiosks are permitted within the zone if they provide information and/or direction regarding points of interest.

Any uses that are permitted must occur entirely within the building. Structures are subject to site plan approval by the Planning and the Design Review Commissions. Buildings or structures are limited to either a 40 foot height, or to the height limit of the underlying zone, whichever is more restrictive. Any on premise signs for a permitted use is limited to 25 square feet.

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2. City of Coronado, Community Development, Local Coastal Program Policy Group 107, Visual Resources and Special Communities. May 1979

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CHAPTER P

CITY OF CORONADO

LOCAL COASTAL ELEMENT

APPROVED BY THE PLANNING COMMISSION

SEPTEMBER 8, 1987

ADOPTED BY THE CITY COUNCIL

OCTOBER 20, 1987

CITY OF CORONADO

LOCAL COASTAL ELEMENT

Foreword

The Local Coastal Element is a Permissive Element of the City of Coronado General Plan Policy Document. As a Permissive Element there are no California State guidelines as to the Element's contents. The following general questions were considered in the formulation of this document:

What is the California Coastal Act of 1976?

What is a Local Coastal Program (LCP)?

What is the status of the City of Coronado LCP?

Where is there shoreline access?

Where and how can additional shoreline access be provided?

How can shoreline access be maintained?

How should the City best incorporate into the General Plan the policies in the Coronado Local Coastal Program (e.g., shoreline protection, shoreline development standards, regulation of aquaculture, et cetera)?

While the concepts in this Element are from many different sources, they are presented in a comprehensive and internally consistent package of policies, programs and standards that would be most effective if implemented together. Sources quoted are listed in this Element's bibliography on pages II-P8 and are referenced in the following manner:

"Quotation or Data ([3] , p.5; [4])."

Read: Quotation or data taken from bibliographic entry 3 page 5, and bibliographic entry 4.

CITY OF CORONADO

LOCAL COASTAL ELEMENT

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List of Figures

Introduction

In the late 1960's various segments of the public expressed concern that the rapid development being experienced by California's coast line was not occurring with adequate consideration being given to the long term public interest, or to the preservation and enhancement of this limited, valuable and fragile public resource. Proposition 20, the California Coastal Initiative of 1972, was intended to address these concerns by establishing a State regulatory process to review such development. This initiative and the implementing California Coastal Act of 1976 established the California Coastal Commission and the State mandate of all county and city coastal jurisdictions to develop "Local Coastal Programs."

The Local Coastal Program (LCP) includes the jurisdiction's LCP Land Use Plan, background reports, land use maps, and implementing Zoning Ordinance, Zoning Map and General Plan amendments, and all other implementing programs or actions. Once reviewed and certified by the Coastal Commission as consistent with the Coastal Act's policies, the LCP becomes the jurisdiction's policies, guidelines and procedure governing coastal conservation and development. The LCP and the Comprehensive Plan (which is composed primarily of the General Plan and the Master Environmental Impact Report for the General Plan) partly overlap in content, but differ in emphasis and detail. "Although the coastal land use plan is a requirement of the Coastal Act and not the Planning and Zoning Law, it is still subject to the requirement that the general plan be internally consistent..." ([6], page 167).

Adoption of a Local Coastal Element to the Comprehensive Plan is one way to assure consistency between the General Plan and the LCP. Such a permissive Element could incorporate all aspects of the LCP, or may serve to just highlight the relationship of the LCP to the Comprehensive Plan, and to emphasize the purview and significance of the LCP. This Local Coastal Element performs the latter function for the City of Coronado, and should not be considered even a summary of the City's extensive and complex LCP.

Coronado is one of the few jurisdictions that is totally within the Coastal Zone. All land in the City therefore may be impacted by the Coastal Act. However, not all areas of the City are equally affected by the Coastal Act. For example, Federal lands, such as the Navy property in the City, are not directly regulated by the Act. However, the Federal Coastal Zone Management Act does require that the actions of federal agencies be evaluated as to their consistency with the certified Coastal Management Plan of the State. San Diego Unified Port District lands are governed to some degree by a separate section of the Coastal Act dealing with Port

Districts. The District has a Master Plan, certified by the Coastal Commission, upon which it bases issuance of its own coastal permits. The remainder of the City is under either City or Coastal Commission Coastal Permit jurisdiction.

Local Coastal Goal

The Coronado City Council declares that the following local coastal goal reflects and governs the policies and actions of the City of Coronado:

> That the City shall comply with the requirements of the California Coastal Act of 1976 (as amended by the legislature) by compliance to its certified Local Coastal Program (LCP), and by the maintenance and updating of the Coronado LCP in a manner to assure that the document remains current, relevant and functional.

Local Coastal Program Status

Coronado initiated its LCP work in 1978 utilizing State and Federal grant money. By April of that year consultants "Haworth and Anderson, Inc." had completed for the City two documents: " Preliminary Issues to be addressed by the Local Coastal Program," and "Proposed Local Coastal Work Program." Once these documents were approved by the Coastal Commission, the City commenced work on ten required background reports, a survey, a Land Use Plan (that included land use maps) and implementing ordinances and programs.

The Land Use Plan is the culmination of Coronado's Local Coastal Program (LCP) Background Report phase, and as such, it represents the City's good faith effort to devise a program that will allow the City to assume the responsibility of implementing and enforcing the requirements and intent of the California Coastal Act of 1976 (as amended), while maintaining the community's ambiance.

The ten background reports that comprise the initial research and analysis for this Land Use Plan are:

Policy Group 100 (Shoreline Access);

Policy Group 101 (Recreation and Visitor - Serving Facilities);

Police Group 102 (Housing); - (Subsequently Deleted)-

Policy Group 103 (Water and Marine Resources/Environmentally Sensitive Habitat Areas);

Policy Group 104 (Diking, Dredging, Filling and Shoreline Structures);

Policy Group 105 (Commercial Fishing and Recreational Boating);

Policy Group 106 (Hazard Areas);

Policy Group 107 (Visual Resources and Special Communities);

Policy Group 108 (Public Works: Recreational Traffic Analysis for Coastal Access); and

Policy Group 109 (Locating and Planning New Development)

A "Coronado Tourist Profile Survey" was conducted in April 1980 as research for the Policy Group 101 report. Consultants "RECON" and "Alan M. Voorhees and Associates, Inc." respectively developed the Policy Group 101 and 108 reports, while the survey, the Land Use Plan, a portion of the 101 report, and the remaining eight background reports were done in-house by City staff. The Land Use Plan was adopted by the City Council on December 3, 1980, and revised by the Council per Coastal Commission comments on May 12, 1981.

The City of Coronado LCP implementation material included a wide range of City actions such as a coastal access signing program, a parking program (which has for the most part been incorporated into the General Plan Parking Element), a resolution declaring the Northern end of Orange Avenue a view corridor, numerous Municipal Code amendments, and Coastal Permit processing material.

A partial list of the LCP Municipal Code amendments would need to include the following Chapters that have been added to the Zoning Ordinance as LCP implementation:

19.64 Wildlife Preserve Modifying Zone

19.66 Resource Protection Modifying Zone (subsequently repealed)

19.70 Coastal Permits

19.72 Diking, Dredging, Filling and Dredge Spoils Disposal

19.74 Waterfront Development

19.76 Protection of Natural Ocean and Bay Processes

The Coastal Commission certified the City's LCP; Implementation Program (with suggested modifications) on September 28, 1983. The Commission determined on January 11, 1984, that the City had complied with the Commission's suggestions, and had successfully completed the LCP process. "Therefore, effective January 11, 1984, the City of Coronado has coastal development permit authority over those developments in the coastal zone governed by the certified Local Coastal Program" (7). Since that date, the City has issued coastal permits, installed shoreline access signing, monitored LCP compliance, and amended the LCP as necessary to assure that it remains current, relevant and functional.

Figures 1 and 2 provide a conceptual representation of the "Coastal Permit Jurisdiction" for the "Village" and the "Strand" in Coronado. These maps are not exact reproductions of the maps certified by the Coastal Commission, and therefore should not be consulted to determine the status of individual properties. These maps do note that there are basically the following categories of land in the City in regard to coastal permits:

1. City Coastal Permit Jurisdiction;

2. City Coastal Permit Jurisdiction, appealable to the Coastal Commission;

3. Coastal Commission Coastal Permit Jurisdiction;

4. Port District Coastal Permit Jurisdiction*; and

5. Federal Property.

The regulations that apply to the City's Coastal Permit jurisdiction areas are somewhat different from those that apply to the City's areas where city coastal permit actions are appealable to the Coastal Commission. The "appealable" areas have some activities not exempt from the coastal permit requirement, while coastal permits are not required in the city's direct coastal permit jurisdiction area. City coastal permits for the appealable areas are granted by the Planning Commission in a public hearing, and such applications are only reviewed by the City Council on appeal. Appendix "A" details the "Coronado Coastal Permit Process," and Appendix "B" explains how to make "Appeals to the California Coastal Commission."

*Footnote: Some categories of development are appealable to the Coastal Commission.

FIGURE 1
COASTAL PERMIT JURISDICTION FOR THE "VILLAGE"

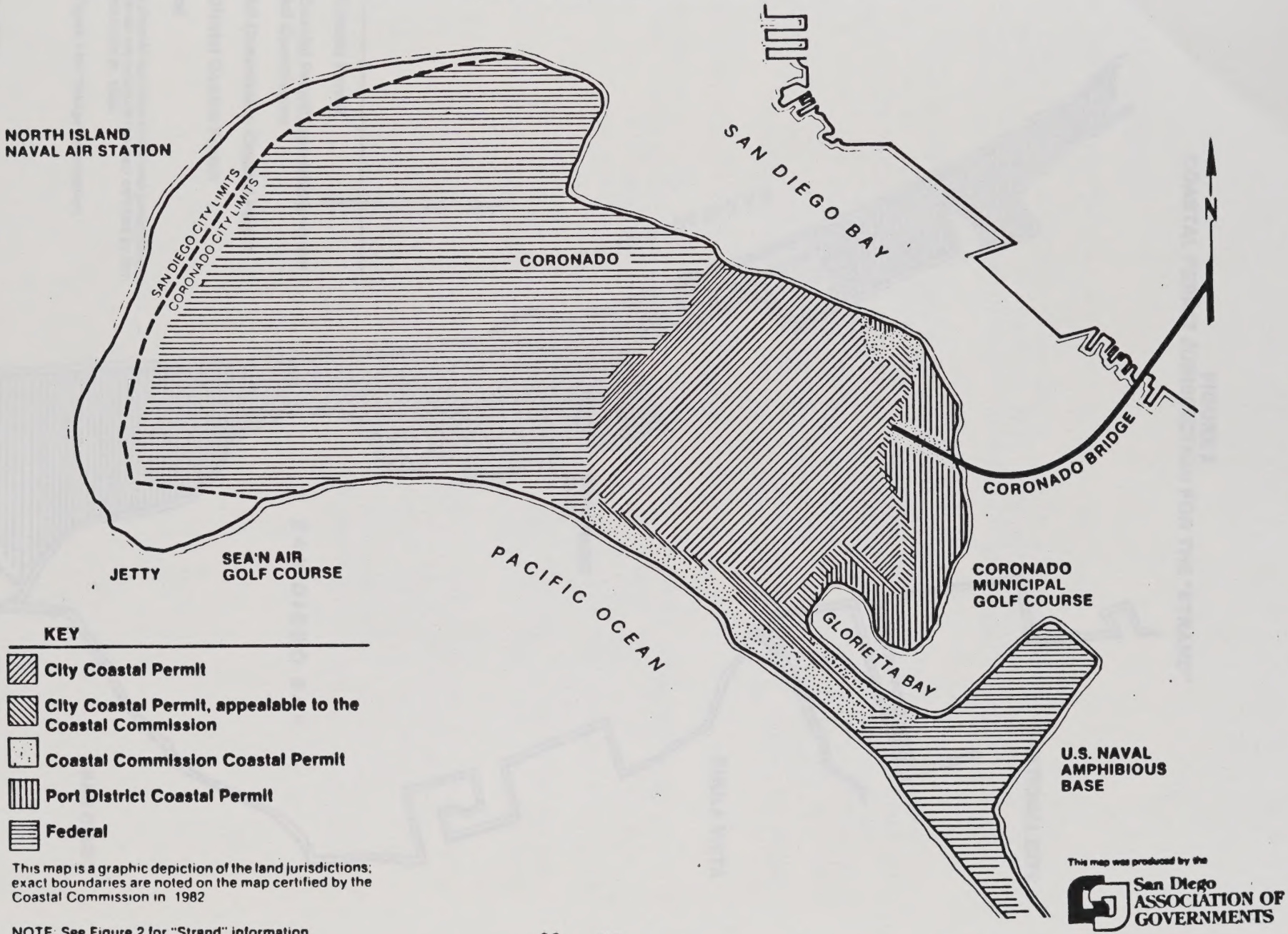
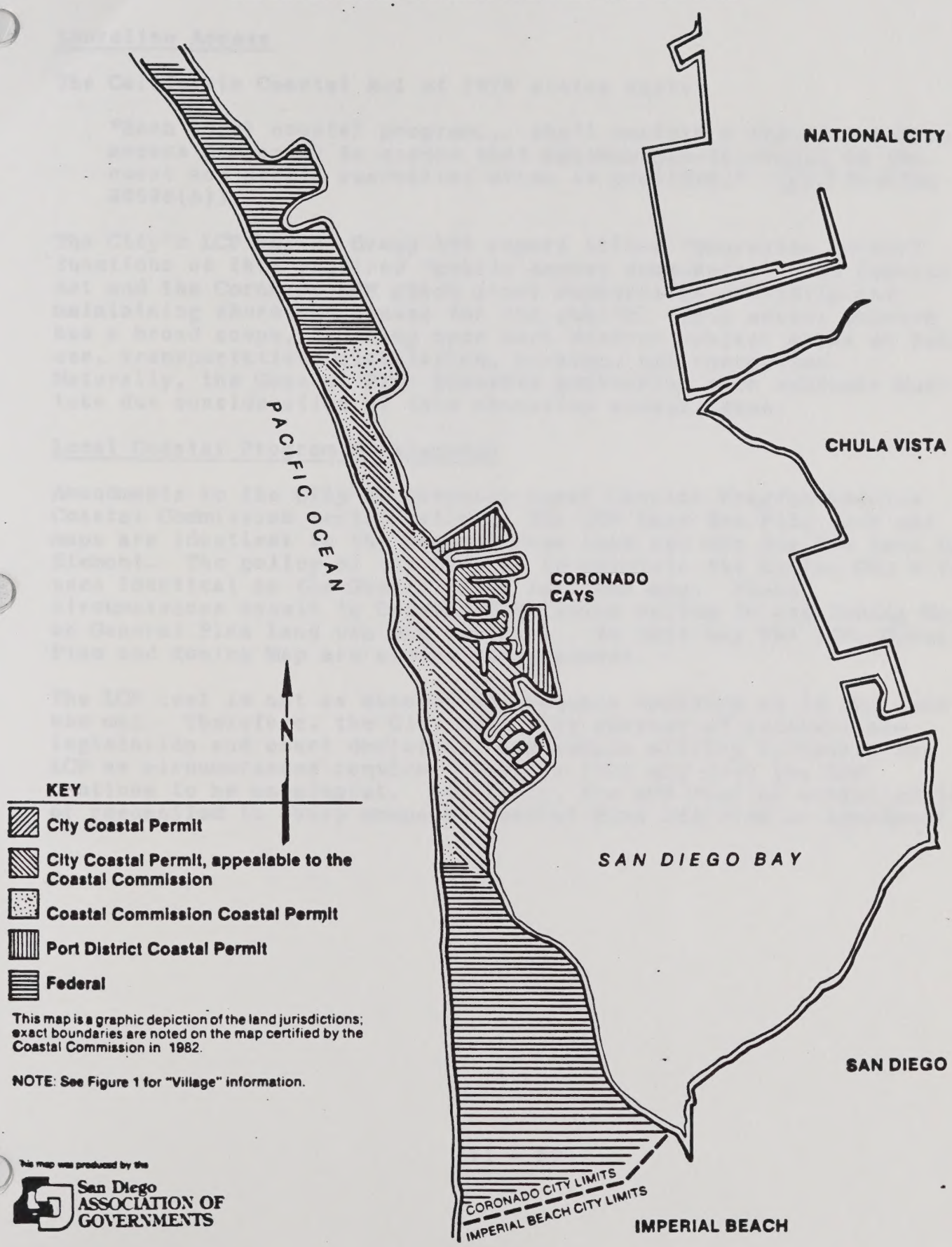


FIGURE 2
COASTAL PERMIT JURISDICTION FOR THE "STRAND"



Shoreline Access

The California Coastal Act of 1976 states that:

> "Each local coastal program... shall contain a specific public access component to assure that maximum public access to the coast and public recreation areas is provided." ([1] Section 30500(A)).

The City's LCP Policy Group 100 report titled "Shoreline Access" functions as this required "public access component." The Coastal Act and the Coronado LCP place great emphasis on providing and maintaining shoreline access for the public. This access concern has a broad scope, touching upon such diverse subject areas as land use, transportation, circulation, parking, and recreation. Naturally, the General Plan Elements addressing such subjects must take due consideration of this shoreline access issue.

Local Coastal Program Maintenance

Amendments to the City of Coronado Local Coastal Program require Coastal Commission certification. The LCP Land Use Plan land use maps are identical to the General Plan land use map for the Land Use Element. The policy of the City is to maintain the Zoning Map with uses identical to the General Plan land use map. These circumstances result in Coastal Commission review in any Zoning Map or General Plan land use map revision. In this way the LCP, General Plan and Zoning Map are always in agreement.

The LCP text is not as assured of adequate updating as is the land use map. Therefore, the City must stay abreast of relevant new legislation and court decisions, and remain willing to revise the LCP as circumstances require. Only in this way will the LCP continue to be meaningful. Similarly, the LCP must be consulted for or reconciled to every proposed General Plan addition or amendment.

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6. State of California General Plan Guidelines. Office of Planning and Research. September 10, 1980.

--Letters--

7. Fischer, Michael L. (Executive Director of California Coastal Commission), letter: "Local Coastal Program Final Certification," dated January 13, 1984 and addressed to "Patrick Callahan, Mayor."

8. Kleeman, Edward W. (Coronado Assistant Planner), Letter: "Certification of Coronado Local Coastal Program (LCP)", dated November 22, 1983 and addressed to "Mr. Tom Crandall, South Coast Director, State Coastal Commission."

9. Pena, Tony A. (Coronado Director of Community Development), letter: "Certification of Coronado Local Coastal Program (LCP)", dated December 13, 1983 and addressed to "Mr. Tom Crandall, South Coast Director, State Coastal Commission."

CORONADO COASTAL PERMIT PROCESS

I. Overview

The Coronado Coastal Permit process is established by Coronado Municipal Code Chapter 19.70 in order to assure compliance to the California Coastal Act. This Chapter recognizes that three areas of jurisdiction exist in the City:

1. Areas under sole City Coastal Permit authority;

2. Areas under City Coastal Permit authority, but appealable to the California Coastal Commission;

3. Areas not under City Coastal Permit authority (i.e., Federal Government military property, areas under San Diego Unified Port District Coastal Permit jurisdiction, and areas that remain within California Coastal Permit authority).

A map is available from the City of Coronado Department of Community Development that depicts the boundaries of these three areas.

II. Is a Coronado Coastal Permit Necessary?

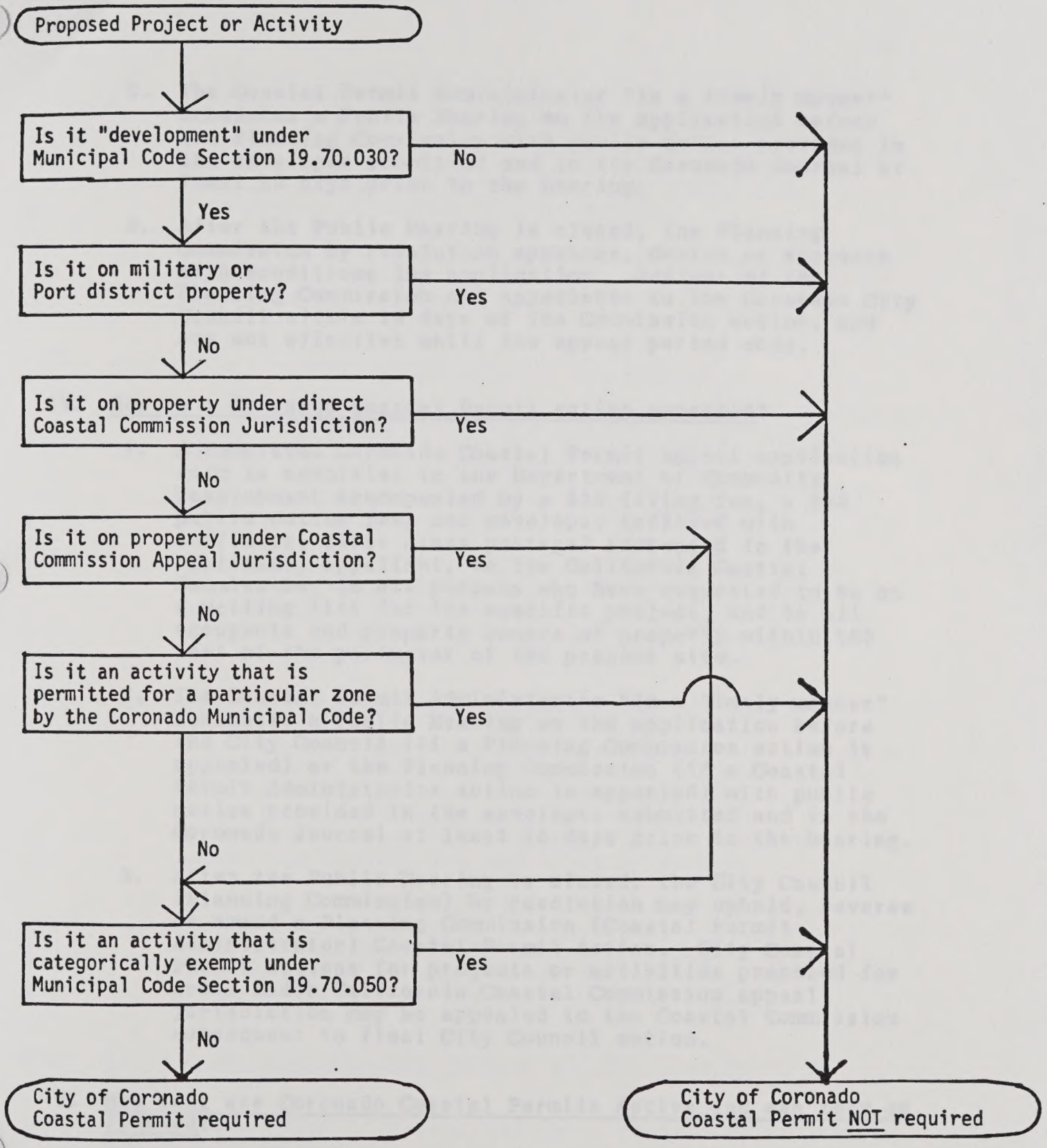
The following flow chart depicts how to determine when a City of Coronado Coastal Permit is necessary for a project or activity. The California Coastal Commission should be directly contacted to determine whether San Diego Unified Port District property or property under the direct jurisdiction of the Coastal Commission requires a Coastal Commission Coastal Permit for a proposed project or activity.

III. How is a Coronado Coastal Permit obtained?

1. A completed Coronado Coastal Permit application form is submitted to the City of Coronado Department of Community Development accompanied by a $250 filing fee, (or a $50 filing fee, depending upon whether the permit is being sought in conjunction with other city permits requiring Public Hearings) a $30 public notice fee, a plot plan of the subject property, and envelopes (affixed with sufficient first class postage) addressed to the applicant, the California Coastal Commission, to all persons who have requested to be on a mailing list for the specific project, and to all property owners of property within 100 feet of the perimeter of the project site.

Figure 3
How to Determine Whether a

Coronado Coastal Permit is Required *



* Note: Projects on Port District property or under direct California Coastal Commission jurisdiction may require a Coastal Permit from the Coastal Commission or Port District.

(Revised 10/17/89)

2. The Coastal Permit Administrator "in a timely manner" schedules a Public Hearing on the application before the Planning Commission with public notice provided in the envelopes submitted and in the Coronado Journal at least 10 days prior to the hearing.

3. After the Public Hearing is closed, the Planning Commission by resolution approves, denies or approves with conditions the application. Actions of the Planning Commission are appealable to the Coronado City Council within 10 days of the Commission action, and are not effective until the appeal period ends.

IV. <u>How is a Coronado Coastal Permit action appealed?</u>

1. A completed Coronado Coastal Permit appeal application form is submitted to the Department of Community Development accompanied by a $25 filing fee, a $30 public notice fee, and envelopes (affixed with sufficient first class postage) addressed to the applicant, appellant, to the California Coastal Commission, to all persons who have requested to be on a mailing list for the specific project, and to all occupants and property owners of property within 100 feet of the perimeter of the project site.

2. The Coastal Permit Administrator "in a timely manner" schedules a Public Hearing on the application before the City Council (if a Planning Commission action is appealed) or the Planning Commission (if a Coastal Permit Administrator action is appealed) with public notice provided in the envelopes submitted and in the Coronado Journal at least 10 days prior to the hearing.

3. After the Public Hearing is closed, the City Council (Planning Commission) by resolution may uphold, reverse or amend a Planning Commission (Coastal Permit Administrator) Coastal Permit Action. City Coastal Permit actions for projects or activities proposed for areas under California Coastal Commission appeal jurisdiction may be appealed to the Coastal Commission subsequent to final City Council action.

V. <u>How long are Coronado Coastal Permits Active and can they be renewed?</u>

1. Unless renewed, a Coastal Permit shall expire after one year from the date of issuance.

2. A Coastal Permit may be issued for a duration longer than one year if the Planning Commission resolution incorporates a finding of the ongoing nature of the activity, and specifically states the duration of the Coastal Permit issued. A Coastal Permit cannot be issued for a period longer than ten years (not including possible renewal periods).

3. The Coastal Permit Administrator may renew a Coastal Permit in 3 month increments for an additional period not to exceed one year.

VI. How can a Coronado Coastal Permit be Revoked?

1. The Coastal Permit Administrator may revoke a Coronado Coastal Permit if it is determined that either the permit was originally acquired by the applicant via a fraudulent application, or that the applicant has failed to comply with one or more of the conditions contained in the permit.

2. If the Coastal Permit Administrator determines to revoke a City Coastal Permit, the permittee will immediately be notified that the revocation will be effective in ten days if the action is not appealed.

VII. How and when can a Coronado Coastal Permit be waived?

1. Under certain emergency conditions detailed in Section 19.76.030 of the Municipal Code, the City Manager (or his duly appointed agent) may temporarily waive City Coastal Permit requirements in order to allow preventive or ameliorative activities necessary to adequately address the emergency situation.

2. Upon waiver of City Coastal Permit requirements, a Public Notice that City Coastal Permit requirements have been waived and that the waiver may be appealed will be posted on the site of the proposed activity or project, in City Hall and the City Library.

VIII. How are Coronado Coastal Permits and Building Permits related?

If a Coastal Permit is required for a project or activity, building permits shall not be issued for the project or activity prior to issuance of the Coastal Permit.

APPENDIX B

Appeals to the California Coastal Commission*
(As per Coronado Municipal Code Section 19.70.200)

A. For those actions under California Coastal Commission direct or appeal jurisdiction, upon the taking of final action by the City of Coronado, an appeal to the California Coastal Commission could result in Coastal Commission denial of a city approved project or activity or new conditions being imposed on the project by the Coastal Commission. The Coastal Commission may not eliminate or modify conditions placed upon the permit by the City of Coronado nor can the California Coastal Commission grant permission for a project or activity denied by the City of Coronado.

B. The following appeal procedures to the California Coastal Commission shall apply to all projects within the appealable areas of the City's Coastal Zone, as delineated on the City's Post LCP Certification Permit and Appeal Jurisdiction Map.

1. An appeal of the City's decision on a City Coastal Permit may be filed by:

   a. An applicant or any aggrieved person who has exhausted local appeals; or

   b. Any two members of the California Coastal Commission (C.C.C.)

   The appeal must contain the following information:

   (1) The name and address of the permit applicant and appellant;

   (2) The date of the local government action;

   (3) A description of the development;

   (4) The name of the governing body having jurisdiction over the project area;

   (5) The names and addresses of all persons who submitted written comments or who spoke and left his or her name at any public hearing on the project, where such information is available;

   (6) The names and addresses of all other persons known by the appellant to have an interest in the matter on appeal;

   (7) The specific grounds for appeal;

   (8) A statement of facts upon which the appeal is based;

   (9) A summary of the substantial issues raised by the appeal.

The appeal must be received in the C.C.C. office on or before the tenth (10th) working day after receipt of the Notice of Permit Issuance by the Executive Director of the California Coastal Commission. The appellant shall notify the applicant, any persons known to be interested in the application, and the local government of the filing of the appeal. The filing of the notice of appeal should also contain the information which the City has specifically requested or required. Notification shall be by delivering a copy of the completed Notice of Appeal to the domicile(s), office(s), or mailing address(es) of said parties. In any event, such notification shall be by such means as may reasonably advise said parties of the pendancy of the appeal. Unwarranted failure to perform such notification may be grounds for dismissal of the appeal by the C.C.C.

2. Upon receipt of a Notice of Appeal, the City shall refrain from issuing a Regular Coastal Permit for the proposed development and shall, within five (5) working days, deliver to the Executive Director of the C.C.C. all relevant documents and materials used by the City in its consideration of the coastal permit application. If the C.C.C. fails to receive the documents and materials, the C.C.C. shall set the matter for hearing and the hearing shall be left open until all relevant materials are received.

3.

a. The grounds of appeal for any development appealable under Public Resources Code Section 30603 (a) (1), shall be limited to the following:

(1) The development fails to provide adequate physical access or public or private commercial use or interferes with such uses.

(2) The development fails to protect public views from any public road or from a recreation area to, and along, the coast.

(3) The development is not compatible with the established physical scale of the area.

(4) The development may significantly alter the existing natural landforms.

(5) The development does not comply with shoreline erosion and geologic setback requirements.

b. The grounds for appeal for any development appealable under Sections (2), (3) and (4) of the definition of "appealable area" (ie, Sec. 30603) shall be limited to whether development is in conformity with the certified local coastal program. (This Section shall not apply to developments which are governed by public works regulations, Title 14, California Administrative Code Sections 13350-13361).

c. The grounds of appeal for a development between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or, of the mean high tide line of the sea where there is no beach, whichever is the greater distance (as designated on the Post Local Coastal Plan Certification Permit and Appeal Jurisdiction Map), which is appealable under Public Resources Code Section 30604 (c) shall include a statement of whether the development is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act and/or how the development is or is not in conformity with the certified local coastal program.

4. Where the appellant has exhausted the City's appeals procedures pursuant to Section A (above), de novo review of the project by the Commission shall occur only after the City's decision has become final.

5. Unless the C.C.C. finds that the appeal raises no significant issue as to conformity with the certified local coastal program or, in the case of a permit application for a development between the sea and the first public road paralleling the sea, or within 300 feet of the inland extent of any beach, or of the mean high tide line of the sea where there is no beach, and that there is no significant question with regards to the public access and public recreation policies of Chapter 3 of the Coastal Act, the Commission shall consider the application de novo in accordance with the procedures set forth in Sections 13057-13096 of the C.C.C. Regulations.

6. The standard of review for an appealable development shall be whether the development meets the requirements of Public Resources Code 30604 (b) and (c).

7. Within ten (10) working days of a final C.C.C. action on an appeal from a local government decision, the C.C.C. shall transmit notice of action taken by the local government to the applicant and the appellant.

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*Note: The California Coastal Act is California Public Resources Code Sections 30000 through 30900.

CHAPTER Q

This chapter will contain the "Water Use Element" once written and adopted.